

IN CONGRESS, JULY 4, 1776.

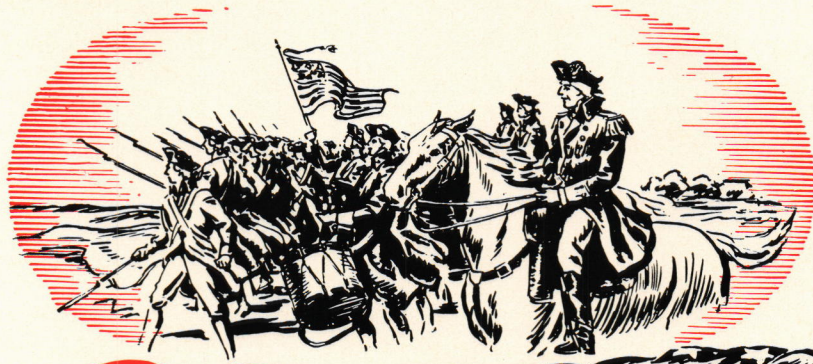
The unanimous Declaration of the thirteen united States of America.

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The
T *International*
Teamster

 JULY 1950

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OUR DUTY IS CLEAR

When we celebrate, on the Fourth of July, the anniversary of our nation's independence, we are paying homage to more than a mere document on which was written a declaration of liberties by ardent patriots. In truth, we are rejoicing over the fact that the idea of men being created free and equal, with the same opportunities for all, remains the basic philosophy of our land.

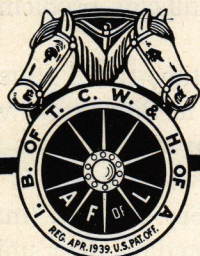
The men who framed our Declaration of Independence one hundred and seventy-four years ago were great pioneers in the comparatively new philosophy of freedom. But the democratic ideals they conceived did not survive simply because they were set forth on paper. Our treasured freedom has lived and grown stronger because it was nurtured by the sweat and blood of each succeeding generation. We of organized labor are entitled to feel proud of our role in nourishing the principles of freedom.

Today, our duty is clear. We must be good patriots in the spirit of those who won this nation's independence. We must be good citizens. We must qualify to vote and we must elect to leadership men capable of guiding our land on a true course of liberty.

Daniel J. Tobin

General President

The International Teamster



DANIEL J. TOBIN • Editor
THOMAS E. FLYNN • Assistant Editor

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No. 7

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Meet the Crisis

As this issue goes to press, a tense world watches the Far East with mixed emotions of fear and hope—fear that from the Korean crisis may rise the spark which will set off a third World War, hope that by meeting the situation with courage and steadfast determination we may end the Cold War and open the road to lasting peace.

Every citizen has a duty to perform in this world crisis. We must support the decision of our leaders with unshakable loyalty. And, now, it is more important than ever to meet our obligations to register and vote. Also, we should redouble our support of the government's savings bond program. The Independence Bond Drive ends July 4, but for the sake of independence, we should make it continue indefinitely.

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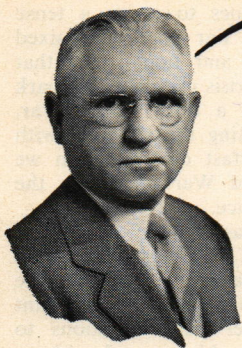
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Timely Remarks

by DANIEL J. TOBIN

November a Critical Month

Darkening clouds are now hanging over the labor movement of our country. We are crucified with adverse legislation. This last session of Congress did not do much to relieve us in getting rid of the Taft-Hartley Law but we are living in hopes that the next Congress will be different.

We are building and strengthening ourselves so that we will be able to put forth every effort next November towards defeating the enemies of labor and electing to office the men whom we can trust, men who will not break their promises, men who will have the courage of their convictions and speak out the truth in defense of the working men and women of the nation who are the backbone of our country.

Joint Council 40's Anniversary

At the banquet celebrating the 20th anniversary of Joint Council 40 in Pittsburgh the General President sent a message of regret because of his inability to be present. However, he requested Brother English and Brother Beck to represent the International Union. Both of those officials of our International Union paid high tribute to the Teamsters in Pittsburgh and advised them how to proceed in the future in order to carry on the great work of organizing which is taking place in and around Pittsburgh. Above all, the delegates of the Joint Council were advised to endeavor to settle their own disputes within their own Council, especially on questions of jurisdiction or transfer of members. They were reminded that if they used their brains, as they have in the past, to settle with their employers and protect themselves against political manipulators, then they should have common sense and sufficient strategy and diplomacy to settle any little dispute that comes up between themselves insofar as their own membership is involved, especially on questions of jurisdiction.

I have had reports from the splendid banquet and it certainly gives me, as editor of our International publication, more pleasure than I can express in words to know of the harmony, the strength, the common sense and good judgment that has been displayed by our local and state officials of our union in Pennsylvania and by our membership in general, in continuing good relations with our employers and in solving the difficult problems that arise from day to day.

When I think back to the time that I issued that charter to the Joint Council in Pittsburgh; when I remember how those few men in those days fought to bring the Teamsters Union to where it is today; when I recall the suffering they endured (many of them went to prison for defending their union), I find life worth living, and I feel grateful and glad for having shared in the struggle with my fellow members in Pittsburgh and vicinity.

It is my firm belief and hope that from day to day and year to year our organization will go on building up, strengthening its defense program, determined to do that which is right and that not only will the organized Teamsters of Pittsburgh be a help to themselves but they will be a help to our organization throughout the nation.

A Sound Los Angeles Bill

I believe that the following editorial, reprinted from the *Los Angeles Mirror* of June 1, will be of interest to our members everywhere:

"You can chalk up a score for civic responsibility and decency in Los Angeles.

"The City Council's unanimous passage of the ordinance taking news vendors out of traffic-deadly streets will save scores of young lives in the years to come.

"More money will be saved if the County Supervisors will now step forward and pass similar legislation covering areas outside Los Angeles municipal jurisdiction. Already they are under pressure from certain dollar-blinded publishing interests, more interested in money than lives, to reject such a newsboys-in-traffic ban. There is no valid reason why they shouldn't adopt such a ban immediately.

"Chief credit for the successful fight in the City Council belongs to *such public-spirited organizations as the Teamsters' Union, Parent-Teacher organizations, the League of Women Voters and like groups.*

"Likewise, the City Council deserves commendation for rallying to the right when the chips were

down. It was touch and go for a while, and amendments sponsored by the dollar-blinded, which would have nullified the bill's intent, were only licked by one vote. On final passage, however, the whole Council came through handsomely.

"We trust that the City Council will follow up its efforts by adding to the basic ordinance a provision extending the ban to certain city districts not yet included in the law. This should be semi-automatic, since the Council has unanimously approved the fundamental ordinance.

"Now it only remains for the county board to do likewise. There is no excuse to delay action "for further study."

"It should be significant in the minds of the

Supervisors that the Teamsters Union, whose members are more familiar with traffic dangers than any other group in our population, were the original sponsors of the legislation to keep newsies safely on sidewalk.

"The Teamsters KNOW, and that's why they fought so hard to save the youngsters from death under wheels.

"It's up to the county board now to make the whole county safer, as the city has already been safeguarded. Nearly every other metropolitan area has legislated against death for news vendors and the Supervisors can put the balance of the county in that sensible company.

"How about some action, gentlemen?"

Check Your Registration Date

Arizona—New voters and those who failed to vote in 1948 must register by about August 1. One year's residence in state and 30 days in county and precinct are necessary to qualify.

Colorado—New voters and those who failed to vote in 1948 must register by late in August. New voters must have one year's residence in state, 90 days in county and 15 days in precinct.

Idaho—New voters and those who failed to vote in 1948 must register by end of July. Qualifications: Six months' residence in state and 30 days in county.

Kansas—New voters and those who failed to vote in 1948 must register by early July. Qualifications: Six months' residence in state, 30 days in township and ward.

Louisiana—Everyone must register by about August 1. Qualifications: Two years' residence in state, 1 year in parish and 3 months in precinct.

Massachusetts—New voters and those who failed to vote in 1948 must register by early in August. Qualifications: One year's residence in state and six months in municipality.

Minnesota—New voters and those who failed to vote in 1948 must register by early in August. Qualifications: Six months' residence

in state and 30 days in election district.

Nevada—New voters and those who failed to vote in 1948 must register by about August 1. Qualifications: Six months' residence in state,

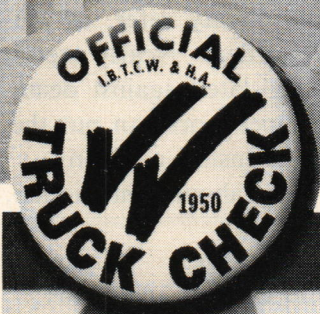
30 days in county and 10 days in precinct.

Wyoming—New voters and those who failed to vote in 1948 must register by about July 15. Qualifications: One year's residence in state, 60 days in county and 10 days in precinct.



Play it Safe!

REGISTER NOW
So you can VOTE!



Complete Reports on All-Truck Check Awaited; Drive a Success

BY the time this issue of THE INTERNATIONAL TEAMSTER is distributed to members, the reports on the 1950 All-Truck Check will be coming from all parts of the United States for analysis and study.

The annual checking campaign began at midnight June 18 and continued until midnight June 23. Reports on the success of the campaign were beginning to come into the General Office as this issue of THE TEAMSTER was being prepared for publication.

The 1950 checking campaign followed the same general procedure as that introduced when the first campaign was instituted in April 1949. Certain refinements in procedure and method were introduced as the result of recommendations received by the Over-the-Road Conference at the meeting of policy members in Chicago in April. This committee had invited comments and suggestions from all members of the International Union in order that the 1950 campaign might be improved as the result of experience of the year previous.

The chief difference in the 1950 checking effort from that in April 1950 was in the general scope. The 1949 campaign was primarily an over-the-road check-up. The 1950 campaign was on an "everything that rolls" basis. This scope was expanded to include a warehouse check-up. In fact the 1950 campaign might well have been described as an all-truck and warehouse checking campaign.

The International Brotherhood of Teamsters has in its title as a principle source of organization and basic characteristic of membership the warehouse field. The officers of the International are eager to see that this field of organization and jurisdiction is not neglected.

The growing tendency of national organizations in the manufacturing and distribution segments of the national economy to utilize decentralized points of distribution and supply makes it important that the warehouse jurisdiction be thoroughly organized. General President Daniel J. Tobin has often expressed the desire that this field be given attention by organization personnel of the Union. Executive Vice President Dave Beck in the series of Chicago conferences in 1949 and in the planning sessions of 1950 stressed the importance of the warehouse potentialities.

While the method of checking this year was basically the same, certain additions were made which were designed to perfect the mechanism of the canvass. This year saw the introduction of the credentials badge, a large white disc with red double checks and blue letters "Official Truck Check." These badges were designed to facilitate the checking of drivers by the local union members who acted as agents.

Efforts were made before the campaign began—and preliminary reports indicate that they were followed scrupulously—to see that no traffic was stopped and no movement of traffic was interfered with in any of the jurisdictions. Special caution notices were sent out to all secretary-treasurers of locals and councils advising them on this point.

With the experience of 1949 behind them, checking agents in most situations already had their check

points well planned and were able to go to these points and pursue their checking task with a minimum of effort.

In the interest of doing an even better job in 1951 Executive Vice President Beck sent out a questionnaire at the close of the campaign asking for suggestions and recommendations on ways and means of improving the canvass next year. In this request for information, Mr. Beck asked for full and frank comments, including criticism of the checking methods and operations. Believing that this checking campaign device has proved itself as a basic technique of union organization, Teamster International Union officials are making every effort to see that the time and effort spent in both planning and actually checking yields the greatest possible returns.

No incidents of any sort in the 1950 campaign had been reported to THE INTERNATIONAL TEAMSTER at the time the journal was ready for press. The strong desire on the part of every member of the Union to comply with both state and Federal laws is believed responsible for the lack of incidents. Anti-labor observers had predicted before the campaign began that commerce would be interfered with and numerous incidents would result. On both counts the anti-labor predictors were wrong.

The 1949 campaign yielded statistical and membership information which was the basis of organization work throughout the year. The 1950 checking program had a broader scope and indications were at press time that organization efforts will be given a strong stimulus as the result of the factual material collected in the June drive.

An additional report on the 1950 drive will appear in August.

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Typical of the All-Truck Check conducted throughout the nation was the scene in center of opposite page, which shows John B. Backhus, President of Teamsters Joint Council No. 53, Philadelphia, check dues book of Union Teamster Edward Feiy.

General Executive Board Meets

THE meeting of the General Executive Board was called to order at 1 p. m., June 6, 1950, in Chicago by General President Tobin. All members of the Board were present with the exception of Vice President John P. McLaughlin.

The General President expressed his deep sorrow at the untimely passing of Vice President Edward Murphy and extolled him as a man of high moral character and courage who had dedicated his life to the welfare and best interests of his brother members in the International Brotherhood of Teamsters. The General President stated that while it would be extremely difficult to replace Vice President Murphy, he had selected a man whom he felt would prove to be an excellent addition, as Vice President, to the General Executive Board. He stated that he had selected G. F. Weizenecker, president of Laundry and Linen Supply Drivers, Local Union 181, Cincinnati, Ohio, as ninth Vice President to fill the vacancy caused by the death of Vice President Edward Murphy.

The General Executive Board thereupon went into executive session. The Board, by unanimous action, approved the appointment of Brother G. F. Weizenecker as ninth Vice President and he was inducted into office.

A request for strike sanction was granted to Local Union 246, Milk Drivers and Dairy Employees, Washington, D. C., because it was proven to the satisfaction of the Board that the Local Union had offered to submit their differences to arbitration but the employers were holding out against such action.

Robert Lester of the Bakery Salesdrivers and president of Joint Council 55, appeared and stated the case fully to the Board. The action of the Board was unanimous in

Questions of Jurisdiction, Strike Sanction, Political Activity Discussed in Chicago; Board Mourns Passing of Edward Murphy

by **DANIEL J. TOBIN**

granting the strike sanction to Local Union 246.

The General Executive Board, upon the suggestion of General President Tobin, authorized the payment of the sum equal to one year's salary to the widow and family of the late Edward Murphy. His widow has already received \$5,000 of this amount. This payment is in line with the action of our last convention.

In line with the action of the Executive Council of the American Federation of Labor when it recommended the voluntary payment of 10 cents per member to help in Labor's League for Political Education, the General Executive Board voted that the International Union, through its General Executive Board, comply with the requests and instructed Secretary-Treasurer English to forward the three months' payment, amounting to over \$15,000, to Washington to Labor's League for Political Education, for educational purposes only. The total sum which the International will contribute within a year is equal to the same sum contributed once before, which is \$62,500.

It was distinctly stated that this money was contributed to be used only in accordance with federal laws for educational purposes for the organized and unorganized workers of the nation.

Vice President Brennan explained the case of Joint Council 32 of Minneapolis in reference to organizing activities. The General Exec-

utive Board instructed the General Office to take care of this matter. The General Executive Board decided that the case was well worth the consideration and approval of the members of the Board.

The General Executive Board had a request for financial help from our people in Canada as a result of the flood disaster in Winnipeg, and the fire disaster in the cities of Cabano and Rimouski. The request for relief for Winnipeg came from Teamsters Local Union 119. It was voted by the Board that a check for \$2,000 be made payable to the Emergency Relief Fund for the victims of Cabano and Rimouski and that this check be forwarded to the Quebec Provincial Federation of Labor. It was also voted by the Board that a check in the amount of \$5,000 be made payable to the Manitoba Flood Relief Fund, which check is to be forwarded to Local Union 119, Winnipeg, Manitoba.

The request for a charter by Joint Council 73 of Newark, N. J., covering men identified with the midget and stock car auto racing business was refused. We deem it inadvisable at this time to issue such a charter.

The request for a National Automotive Petroleum and Allied Trades Division for a charter was considered by the Board and the request was granted. The charter will be issued in due time.

The matter pertaining to the soft drink drivers and their jurisdiction

and a dispute with their employers was brought to the attention of the Board by representatives of Local 812 of New York City. Strike sanction was granted for a certain part of the membership and refused for another part of the membership. The Local Union was so notified.

The grievance brought to the attention of the General Executive Board by Organizer Nicholas P. Morrissey, representing the New England Conference of Teamsters, against Local Union 404 of Springfield, Mass., was considered by the Board. It was stated to the Board that Local 404 was not cooperating with the New England Conference to its fullest extent, as it should.

Brother B. E. Naylor, representing Local 404, made his statement in answer to the charges made by the New England Conference.

On motion, regularly moved and seconded, it was decided by the Board that it was to the best interest of the organized Teamsters in New England that Local 404 remain in affiliation with the Conference and that said Local be requested to adjust its differences with the Conference within 30 days and at the expiration of 30 days that the General Executive Board take definite action, unless compliance with its request is carried out by Local 404.

A request for strike sanction by Local Union 407 of Cleveland was next before the Board. This dispute involved 4,000 members of Local 407 engaged in the local freight hauling industry. All questions were satisfactorily answered and it was explained that all the laws pertaining to strike sanction had been complied with. Sanction of the strike was granted.

Recently a committee was appointed by the General President to go into the dispute between the Central States Over-the-Road Conference and the Ohio Local Unions engaged in interstate or over-the-road hauling. It was reported by

Chairman Beck that the committee did not have time enough to make the investigation desired and it was, therefore, suggested that the committee be given more time. The report was accepted and approved by the members of the General Executive Board. The General President pointed out the importance of the situation and urged the committee to exercise every power to bring a report to the General Executive Board as soon as practical and convenient.

Brothers Thomas L. Hickey, John E. Strong and John J. Flaherty, representatives of Local Union 807, New York City, appeared before the Board asking that the Local Union be permitted to organize a separate Local Union from out of their large membership of almost 15,000. The members that they desire to separate and supervise temporarily will be those engaged in over-the-road trucking. After considerable discussion and questions being answered by Brothers Hickey, Strong and Flaherty, and after it had been stated that the General President had talked with Acting President of the Joint Council, Martin Lacey, and explaining the conversation, the request was granted and the charter will be issued in regular form. We have assurances that any agreements and contracts now existing between the employers of this branch of trade and our union, that said agreements will be carried out to the letter until their expiration.

The next matter to come before the Board concerned a contract covering Local 807 which would in substance prevent the stoppage of work by either the members of the Local Union or any lockouts by the employers for a period of five years. The contract, however, can be opened on wages and working conditions after two years if so desired by either party.

The General Executive Board discussed this matter at length and we feel that this is a step forward and

that strikes in large cities where the whole public is inconvenienced should be prevented if possible. We believe that this is the first step towards establishing continued employment for our membership, especially when it is provided that wages and working conditions can be opened up every two years. We also felt that Local Unions have a certain amount of local autonomy, especially in drafting wage scales.

The General Executive Board had information before it that a referendum vote by mail was taken and that the sense of that vote, which we believe was scrupulously honest and fair, was overwhelmingly in favor of stopping strikes and permitting the Local Union to enter into that five-year contract establishing peace for a period of five years.

The General Executive Board considered also certain technical objections made by a few individuals in New York. All those points were thoroughly gone into and after consulting with our lawyers to be sure of our ground, the General Executive Board approved the manner of conducting the referendum vote by mail. The Local Union, its officers and membership were congratulated by the members of the General Executive Board, speaking for the International Union.

The question of more legal help for the International Union was brought to the attention of the Board by Vice President Beck and others. The General President explained that many matters involving legal implications were making great demands on his time. The General Counsel handles cases in court and gives advice on specific legal problems, but it was decided by the General Executive Board, after considerable discussion, that a private law office should be established in the headquarters in Washington, D. C., where all law suits pertaining to the International will be referred. The lawyer in charge of this office will work in conjunction with the General Counsel, Albert Woll, and

others, and participate with that office in all legal actions necessary in order to protect the International Union.

The entire intent of the situation was that the office of the General President be relieved from some of this enormously increasing business involving legal questions.

We feel that the expense of maintaining this office will not be any more than our present expenses in Washington.

When the International headquarters is completed we will have room for a legal department pertaining only to the welfare, protection and interest of the International Union. Local Unions must take care of their own law cases.

Fred Tobin has been appointed unanimously by the Board to take charge and help set up this law office. I repeat that the General Executive Board believed that there would be no increase in salary and expenses.

Other organizations of labor, such as the Electrical Workers, the Carpenters, the Engineers and many others, have in their own headquarters a lawyer for consultation purposes and for direction and who handles legal matters coming in pertaining to their International Unions.

Fred Tobin is a graduate of Boston College and after graduating from Boston College he entered into law school at Georgetown University. He graduated from that university law school, is a member of the Bar of the District of Columbia and the State of Maryland, and he is well versed in labor law. He will still be in the service of the International Union, handling our legislative affairs during the sessions of Congress and assisting as much as possible by advice and direction and consultation with our Local Unions when they call upon him for help.

Representatives of the Architects, Holabird and Root and Burgee, who are engaged in drawing up plans and straightening out all the technical questions involving the

erection of a large office building in Washington, D. C., appeared before the Board, explained their work so far and made a very satisfactory report which contained a great deal of information dealing with the new contemplated general headquarters, which is slowly but surely proceeding toward erection.

I, as your editor, desire to say that of all the jobs I have had during all my years of service, there is none more disturbing or serious than being in charge of the erection of the new general headquarters.

A report was made by the committee having charge of the retirement plan ordered by the last convention to be handled and put into effect by the International Union. The committee was advised by the best authorities and was assisted from a statistical standpoint by Frank Tobin and David Kaplan. They also had the advice and guidance of attorneys who have made a study of this entire question. Insurance statistics, mortuary costs and all that surrounds this very serious question were taken up with the officials of many of the large insurance companies of the nation.

After full discussion the report was unanimously adopted. It was the unanimous opinion of members of the Board that this report was in entire conformity with the retirement plan as outlined in the resolution adopted by our last convention.

We do feel that the plan will cost the International Union considerable money, taken out of our treasury, but we also believe as time goes on the membership and representatives of our unions at the next convention will, as business men, surely realize the necessity of taking care of this part of the situation.

The whole story is that while we have saved our money within the International Union and never had any financial losses, as business men we must not take out more than we put in or else there will be a day of reckoning for those who succeed us in our respective positions.

Vice President Brennan asked for the sanction of a strike which would involve the membership of three or four Local Unions hauling oil in parts of Minnesota. All told, there will be about 350 men involved with contractors engaged in this business.

It was regularly moved and seconded and passed that the strike sanction be granted and benefits forwarded in accordance with our laws.

It was further suggested that Vice President Brennan attempt to settle this dispute, if possible, before the members went on strike.

There appeared before the Board Brother Ray Schoessling, acting for the Joint Council of Chicago, who invited all the Board members and their families, if any, and others coming in from out of town to be their guests at a banquet to be held on Thursday, June 8. The invitation was accepted unanimously and I might say I have never seen anything in all my years of experience that was more fully carried out in both food and courtesy and entertainment than was given that evening at the banquet in the Palmer House.

I am reminded here of the days in Chicago when the Local Unions could not afford to give either any food or any entertainment to the International Board or to the visitors coming before the Board. No part of the country has made any greater progress either in better understanding with employers or in harmony and unity than greater Chicago and the officers of the Joint Council and the Local Unions affiliated therewith. For this condition great credit is due to the present officials holding offices in the city of Chicago because they have created a condition for themselves of respect by the general membership and they have further built up the confidence of the public and of their employers.

The Board meeting adjourned subject to call by the General President whenever it is necessary and required.

L. U. 807 Loses In Truck Picket Case

Legal picketing of trucks under the Taft-Hartley law was complicated somewhat by a decision of the National Labor Relations Board which recently handed down a ruling adverse to Local No. 807, New York City.

A strong dissent by Board Member John M. Houston points out the fine technical basis on which the majority ruling was made.

The case involved picketing by No. 807 of a Massachusetts trucking concern, Sterling Beverages, in its deliveries to the Jacob Ruppert Brewery. No. 807 posted a picket at the Brewery from which supplies were taken on when Sterling refused to let 807 men handle the loading and unloading.

When the picket was posted, Sterling drivers, represented by Teamster Local No. 256, Fall River, Mass., refused to cross the line. The pickets were posted at the brewery entrance at a time when the Sterling trucks were present. The placards clearly stated that Sterling, not Ruppert, was being picketed.

On two occasions, claims the majority, a picket was present at the brewery when there were no Sterling trucks. This, the majority ruled was unlawful as a secondary boycott. The Board ordered the local to cease and desist. The majority said that unlike the Schultz picketing case in which picketing the actual trucks was lawful, the Sterling case evidence showed that picketing took place when no trucks were present. The trial examiner was overruled.

Member Houston in a strong dissent pointed out that the placards clearly identified the primary employer (Sterling) and the two instances cited by the majority were trivial—in one the picket arrived almost at the same time as a truck, perhaps a few minutes earlier and in the other the picket was active only 15 minutes when the Sterling truck was not present.

THE TEAMSTER LOOKS AT WORLD TRANSPORT



Far East Freight

THE word "coolie" is a symbol of low living standards, primitive conditions and a failure to cope with the basic needs of life.

Coolies have for centuries been used in the Far East as burden-bearers, cargo-movers, and in many places as the chief mode of transportation.

While it is characteristic of China, the coolie class is found in many parts of the Orient. In countries using coolies human labor must either compete with primitive machinery or life is so cheap that manpower, even in the machine age, is cheaper than mechanical power. The result is the same: cheap wages and miserable living conditions for the coolie and his family.

It is toward the coolie class that the International Confederation of Free Trade Unions will turn its attention. And here is a great frontier for progress, which the Teamsters, like all free trade unions, want to see develop.

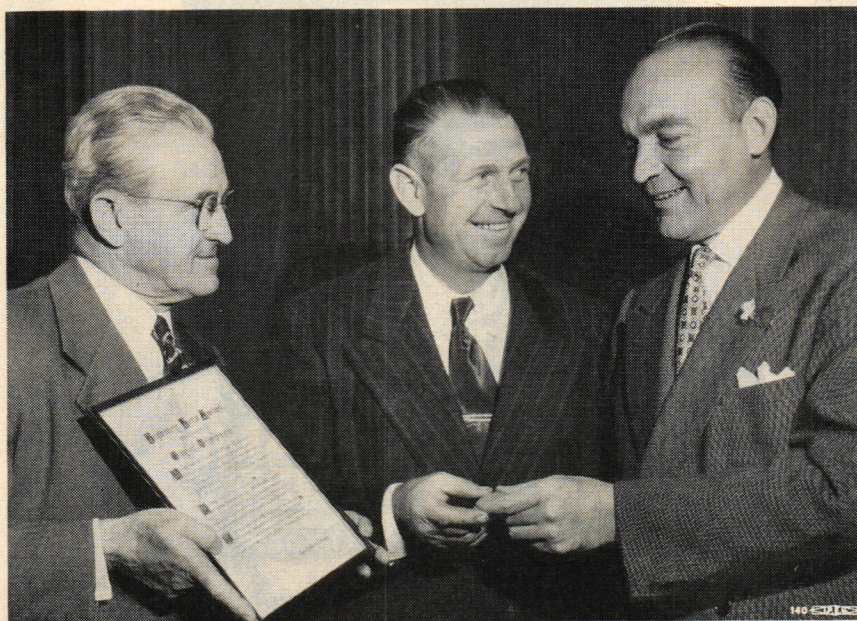
The coolie is also a symbol of the lack of organization. He has no collective bargaining power. He has only the long hours of hard toil to sell and that he must barter cheaply.

Those of us in the Western world in well-organized trade unions should take a second look at the coolie and we should realize the great benefits of progress, of well-developed transportation, of a high standard of living—and of free and strong trade unionism.

The way to keep that high standard is to push it ever upward—toward better earnings, better ways of doing things, and a better life.



Driver Given Highway Hero Award



Left to right: Charles J. Lick, president of Los Angeles Brewing Company; Wayne Simpson, Local 203 member who received first Highway Hero Award, and R. H. Clark, district manager of Autocar Sales and Service, sponsors of the citation.

Wayne Simpson, driver of a tractor-semitrailer for the Los Angeles Brewing Company, last month received the first Highway Hero Award presented by the Autocar Co. of Ardmore, Pa.

Simpson, who is a member of the Teamsters' Beer Drivers Local 203 in Los Angeles, was honored for stopping a runaway truck and trailer last July 13 on the treacherous Ridge Route Five Mile Grade outside Los Angeles, saving its driver from injury and possible death.

According to the citation, Simpson was bringing a 15-ton load down the grade when he saw the truck and trailer, carrying a 20-ton load, in trouble. The brakes of the latter were burned out and driver Roy Glasscock was nudging the huge vehicle into the bank from time to time in an effort to slow down.

Simpson speeded ahead at about 40 m.p.h., maneuvered his Autocar rig in front of the runaway and gradually brought both vehicles to a halt with his own brakes.

In a ceremony at the brewing company offices, R. H. Clark, Autocar district manager for Los Angeles, presented Simpson with the Highway Hero Award silver medal and a scroll. Also participating was Charles J. Lick, president of the

brewing company and Simpson's employer.

Clarke told Simpson that it was such drivers as he who, serving as an example for others, were a potent force in promoting safety on the highways of America.

States Liberalize Weight Limit Laws

Favorable consideration to more liberable vehicle size and weight limits was given by legislatures in session in several states this year.

Arizona has adopted the weight limits based on recommendations of the American Association of State Highway Officials which permit gross weight limits ranging from 32,000 pounds if axle spacing is four feet to 76,800 pounds if extreme spacing is 56 feet or more.

Mississippi has retained its overall 18,000 pound limit, but has permitted an additional 500 pounds per wheel and 1,000 pounds per axle.

Rhode Island has enacted gross weight limits of 56,000 pounds on three-axle single units and tractor semi-trailers with more than three axles; the maximum single axle limit of 22,400 pounds is not affected.

Both Virginia and Mississippi have passed laws permitting auto transporter vehicles a height of 13.5 feet and a new Kentucky law increases the width limit for city busses from 96 inches to 102 inches.

N.Y. Teamster Wins Red Cross Award



R. M. Pitcher, chairman of the Transportation Section of the New York Red Cross Commerce and Industry Committee, announced that Harry Bessler, chairman of the Garages Division, had obtained gifts from all prospects in his division, or a total of \$4,236, representing 70 per cent more than the amount contributed by the division in the 1949 campaign. Mr. Pitcher, (left) is shown presenting a 100 per cent certificate to Brother Bessler, who is secretary-treasurer of the Garage Washers and Polishers, Local 272, International Teamsters. Miss Mary Purcell, Red Cross staff aide, looks on.

Labor Must Have Unity—Now

The message below was delivered by General President Tobin before the Chicago Federation of Labor convention. It is reprinted as an important appeal to all men and women who work.

Sharp Warning Sounded by Our General President at Chicago Federation Convention; Workers Urged to Get Campaigns Rolling

by DANIEL J. TOBIN

TWENTY-SEVEN years have elapsed since I attended a meeting of the Chicago Federation of Labor. I am very happy to be here.

Just recently I addressed a Central Labor Union in the East in one of the large cities, and I have addressed many other central bodies throughout the nation, but I do not know of any city central body that I have ever seen that had a better class of trade unionists than yours here in Chicago.

Lauds Contribution

I am sorry to say that I will not be with you on Labor Day, as per your invitation, as I have two or three other engagements on that day. It was a revelation to me tonight to hear of the very generous contributions and I was very much impressed with one of the newer Internationals, namely, the Building Service Employees International Union. That organization is a credit to Chicago and to your organization. I am impressed and I will take away with me a message that I cannot repeat now. Your voluntary contributions amounting to over \$75,000 to defray the great expenses on Labor Day, in my judgment, has never been equalled by a central body throughout the nation.

I think your Labor Day celebration might be made a sounding board for your state and national elections. I don't believe in starting campaigns too early. I have been through four successful campaigns for the late President Roosevelt and I found that campaigns started too early, or before Labor Day, fall flat by election time. I hope you will get every one

out to vote for candidates who have pledged themselves to vote against the Taft-Hartley bill.

In recent years you have elected very good men in Illinois. Keep it up. I am not interested in helping certain men get elected. I am interested in labor, first and foremost, and in all the years I have worked in the labor movement, and I have fought side by side with Samuel Gompers, against all the evil legislation placed on the law books of the nation by the enemies of labor, today we have the worst legislation that I have ever known in my experience, all aimed to destroy the trade union movement.

Membership counts for nothing unless you concentrate the power of that membership into defeating the enemies of labor, and our enemies were never more strongly entrenched in Washington than they are today.

The Norris-LaGuardia Bill, the Wagner Bill, all the work of 50 years, have been destroyed in the last four years. The very men who claimed to be our friends have helped to destroy that humane legislation which we spent years in obtaining.

Eleven different lawsuits, involving a million dollars in each lawsuit, have been filed against the Brotherhood of Teamsters—all of them intended to persecute a law-abiding American organization of honest working men.

Danger Not Recognized

Many Local Unions do not fully realize the dangers confronting labor. As a matter of fact, we have very few friends either in the Senate or the House of Representatives.

All the money you have in your treasuries and all the membership



William Lee, Chicago Teamster and CFL President, introduces President Tobin.

you have can be destroyed in a few years by adverse legislation unless you wake up to a reality of the dangers confronting you. If the enemies of labor succeed in the next election, and they may unless you are on the job, then you will go through many years more of persecution and suffering.

Labor Lost a Friend

In Florida, Claude Pepper, who was the champion of labor in the United States Senate, was defeated by a man with an anti-labor record. That can happen in Illinois. Senator Lucas has pledged himself to do everything in his power to try to repeal the Taft-Hartley Law. The man who is running against him is sure to be against you. As I said previously, I am not interested in individuals. I am deeply interested in what is going to happen to our thousands of members in the State of Illinois.

We are sitting today, unfortunately, in a fools' paradise, and we must be up and doing. Money is no good in your treasuries, only to be used. They can and will confiscate your moneys.

You have kept the Chicago Federation of Labor clean. You are not for sale. You owe something for that condition to the men who preceded the present officers. You are above and beyond any attempt at bribery by your enemies, and that goes for every trade and organization represented here tonight. I remember the time when I could not make that statement. The best proofs of the decency, the diplomacy and the statesmanship of your leadership of the labor movement in Cook County is that you have not 100 men on strike in Chicago. That is the best answer. There was a time when Chicago was headquarters for strike-breaking agencies. We abolished that. The cleanliness and ability of the men and women who represent the labor movement in Cook County constitute an inspirational message for the whole world.

The wages and hours you have

fought for can be destroyed as soon as they saddle us with some more labor-hating legislation. So may Labor Day with 150,000 people the guests of the Chicago Federation of Labor be the sounding board to carry on your political campaign in Illinois. What you do here in Illinois will be an encouragement to the rest of the nation.

In New York the labor movement is divided up into four or five sections. If ever the labor movement needed unity, it needs it now.

We are living in a dangerous age. Ours is the only nation in the world that has its freedom and that freedom can be destroyed and has been destroyed in other countries. England is on the verge of bankruptcy and if England falls, so may we be the next to fall.

I was interested in hearing the talk by the president of Roosevelt College this evening, and I too appreciate the advantages of a college education, but this, the assembly of the city central body, is the greatest college from which an American can graduate.

Tribute to Keenan

I want to pay a tribute to Joe Keenan of Chicago, for many years an officer of this body. He is now Director of Labor's League for Political Education and has been out over the country doing his job politically and raising money for educational purposes for labor. The Teamsters' organization contributed today, in its meeting, \$62,500 towards Labor's League for Political Education. Money is only good to be used in times of emergency when our freedom and our nation is in danger. Even above and beyond a living standard of wages which we enjoy here in Chicago, freedom comes even ahead of that.

I will be watching the success of your candidates on election day. If Senator Taft of Ohio is elected he may be a strong candidate in 1952 for the Presidency of the United States. He is in every sense of the word, in my judgment, the greatest

danger to the freedom of the trade unionist of our country of any man running for office in the next general election in November.

If every man and woman in our country would realize that not only is his very future dependent upon this election, but the future and freedom of his children and grandchildren, if he fails to go to the polls and do everything within his power to help to defeat the enemies of labor.

Credit to the Nation

In the early days of the Chicago Federation of Labor, men like John Fitzpatrick, Ed Nockels, Victor Olander and George Perkins, and many others, were national characters with courage and constructive minds and the ability to make and win the fight that helped to make the workers of Chicago free. Those men were never for sale. They couldn't be bribed or bullied by employers, by rotten politicians or by murderous gangsters. They helped to make Cook County in Illinois the best organized county in the entire nation, or I might say in the entire world.

Chicago, from a trade union standpoint, is a credit to the nation. You have as good legislation in the State of Illinois as any state has, but I want to impress upon you the necessity of being ever watchful. "Eternal vigilance is the price of freedom."

Liberty in Danger

Your freedom and liberty and that of those who come after you is now in the greatest danger that has confronted us during the past 50 years. Watch the next general election and start the ball rolling at your monstrous celebration on Labor Day.

Wherever I am on that day, in spirit and in prayer, my heart will be with you. I thank you.

(Motion made, seconded and carried by a unanimous vote that the remarks of President Tobin be printed in the "Federation News" and made a part of the minutes of this meeting.) (The delegates rose to their feet and applauded, giving Brother Tobin a tremendous ovation in appreciation of his inspiring address.)

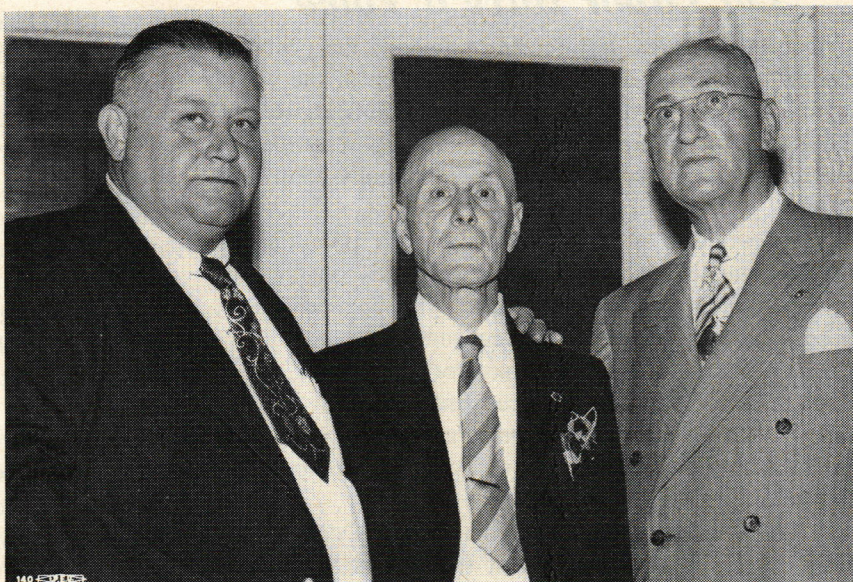
International Officer Honored

THE ballroom of the Metropole Hotel, Cincinnati, Ohio, the evening of May 24, 1950, was the scene of a banquet given by Joint Council No. 26 in honor of Brother G. F. Weizenecker, recently appointed Ninth Vice President of the International Union. The officers of the 19 local unions and several out of town guests were in attendance and heard the history and accomplishments of Vice President Weizenecker as outlined by Joint Council President George P. Starling in his introductory remarks.

After reading many congratulatory telegrams, among them messages from General President Tobin, Brother Starling related that the new International Vice President had been a charter member of Laundry and Linen Supply Drivers Local No. 181 and had served as its president since its inception in 1919. He stressed the fact that along with being the only president his local union has had, Brother Weizenecker had never been opposed for this office. It was then recalled that during his 31 years' service to the labor movement Brother Weizenecker has served as President of the Joint Council, as an International Organizer and, most recently, as International Trustee.

Vice President Weizenecker in his

G. F. Weizenecker, Who Was Recently Named Ninth Vice President, Is Feted at Testimonial Banquet Given by Joint Council 26 in Chicago



Joint Council No. 26, Cincinnati, recently gave a testimonial banquet for Brother G. F. Weizenecker (right), recently appointed Ninth Vice President of the International Union. He is shown here with George Starling (left), President of the Joint Council, and Emil Wendel, who recently completed 50 years as a union teamster.

remarks stated that he fully realized the responsibilities attendant to his new position and that he was deeply touched by the great honor. He further remarked that he had always and intends, in the future, to be guided by the philosophy of the Golden Rule.

Before concluding his talk Vice President Weizenecker had the pleasure of introducing and presenting to the guests Brother Emil Wendel of Truck Drivers Local Union No. 100, who this year completes 50 consecutive years of membership as a Union Teamster. In presenting Brother Wendel with a television set in recognition of his singular membership record, Brother Weizenecker pointed out that Brother Wendel's membership predated the formation of the International Brotherhood. Brother Wendel first became a member of Local No. 13 of the United Team Drivers Union at the turn of the century as an employee of the M. M. Condon Company, hauling for the Day and Night Tobacco Company. The president of Local No. 13 at that time was Joseph Heberle, who later became an or-

(Continued on page 30)



Brother Wendel holds reins of vehicle he drove 50 years ago.

EDITORIALS

Let Labor Have a Voice

One of the most dramatic proposals of the post-war period which may help stabilize the peace of the world is that offered by the French foreign minister, Robert Schuman, to combine the iron, steel and resources of Germany and France into an internationally-controlled facility.

This proposal is so profound and its potentialities are so great that it will require great study on the part of the nations affected, particularly the United States, before the full import can be realized.

There is one point which has not been made strong enough and certainly not frequently enough to suit labor and that is this: if such a facility or program is undertaken labor must have a voice in its operation and management.

To say this does not mean that labor is committing itself to all-out socialism. But the fact is that unless labor is allowed a decent voice in any new plan, there is grave danger that the new set-up will turn out to be a gigantic cartel with limitless economic power over the destinies of the Old World. Such a cartel would be a real danger not only to the world in general but to labor in particular, for laboring people can make little or no progress under a tightly controlled competitionless system of economic operation.

It is, therefore, necessary for labor to have a voice. Labor should speak up now before the planning gets too advanced for working men's voices to be heard. The International Confederation of Free Trade Unions, speaking for free trade unions, should go on record as demanding a voice for labor. The American Federation of Labor should emphasize over and over again to our State Department and to Congress the importance with which it regards the new plan in relation to labor.

Now is the time to speak!

Wages Must Keep Pace

Wages of working people must keep pace with the increased productivity of labor. This simple requirement is one of the gravest problems of our modern economy.

The importance of this matter is pointed up by a declaration of the International Confederation of Free Trade Unions in a study on world-wide employment.

A statement has been submitted to the United Nations by the ICFTU on the problem of full employment.

One of the principal obstacles to full employment, says the world free labor agency, is the inability of real wages and working hours to keep abreast of the rise in the productivity of labor. "It is, therefore, of great importance," says the ICFTU statement to the United Nations, "for a policy of full employment, and deserves to be strongly emphasized, that every effort should be made to prevent wages from lagging behind productivity and living costs, and to bring wages which have been lagging behind up to the level justified and necessitated by past increases in productivity and living costs."

In short, we can say that labor is contributing to higher productivity and thus labor should profit therefrom. This is an important principle to keep in mind when negotiating new contracts in situations where the productivity factor is an important one.

The Stockholders Speak

What business has a labor magazine in commenting on the role of stockholders in modern business?

There are three sound reasons why labor should be interested in the potentially increased importance of the stockholders' voice. First, many labor people are investors in American corporations just as members of the business community are. Secondly, many of our great corporations are endowed with a high degree of public interest and importance and have vital affect on the country's economy. What these corporations do is of the utmost importance to all of our citizens and especially to laboring people. Thirdly, it is necessary for labor to lend its voice, where eligible, to the problems of management. Labor can make contributions to improved managerial administration.

No one should believe that despite greatly increased interest on the part of stockholders that the stockholders are getting the upper hand with our great American corporations. Far from it. The fact is that the voice of the stockholder is becoming a little louder and management is paying somewhat more attention to it than it used to in days gone by. But all stockholders, labor and business alike, should speak up more often and more emphatically in the interest of improved management and better management-labor relations.

The Eternal Fight

There is one war without end which goes on day and night on a world-wide battlefield. This is the war against death and disease.

This union has been glad to point out the usefulness of such efforts as the drive for funds to aid in the fight on cancer, on heart disease, on tuberculosis and on other scourges which beset mankind. The fight for better health is one in which labor has a most vital interest.

One of the oldest battles in the labor movement has been that for improved conditions. And by "improved conditions" we have meant working conditions which impose a lighter physical burden and a less hazardous degree of danger to health. Bad working conditions, unsanitary working places, unsafe situations all have taken a toll of health in the past. Labor must not forget the battles for better conditions of the past and must always remember that health is a great asset which must be guarded at all times.

But the great fight for life and health is one in which disease and death fighters are deployed on a thousand battle fields the world over. These fighters are often unknown and unsung. This great army of disease fighters include first of all the doctor wherever he is—whether he is the great specialist in a city practice or a country doctor in a remote state or province. The army includes the health nurse, the public health staffs—doctors, nurses, sanitary engineers, technicians.

On the world front, unsung men are waging a fight against malaria, tuberculosis, venereal disease, and other disease through the efforts of men and women of many countries. In the forefront in this battle is the World Health Organization which is seeking to bring technical knowledge to the "depressed areas" of ill-health. The U. S. is making a great contribution to this agency in terms of financial, technical, and professional support. Better health means better living standards, and better living standards are translated into better customers, greater consumers—all of which adds up to incalculable contributions to world peace.

We should all remember that the fight for health and life is eternal and must be carried on without delay.

A Set-back for Labor

Labor organization in the farm area, particularly among migratory workers, got a rude set-back recently when the National Farm Labor Union, AFL, was forced to call off a strike which it had been engaged in against the DiGiorgi Fruit Corporation of California. The union had been on strike against this organization since October 1, 1947, and the strike had attracted nationwide attention.

The end of the strike came, not on a labor issue, but on one of information about actual farm conditions. The fruit corporation was successful in charging that the

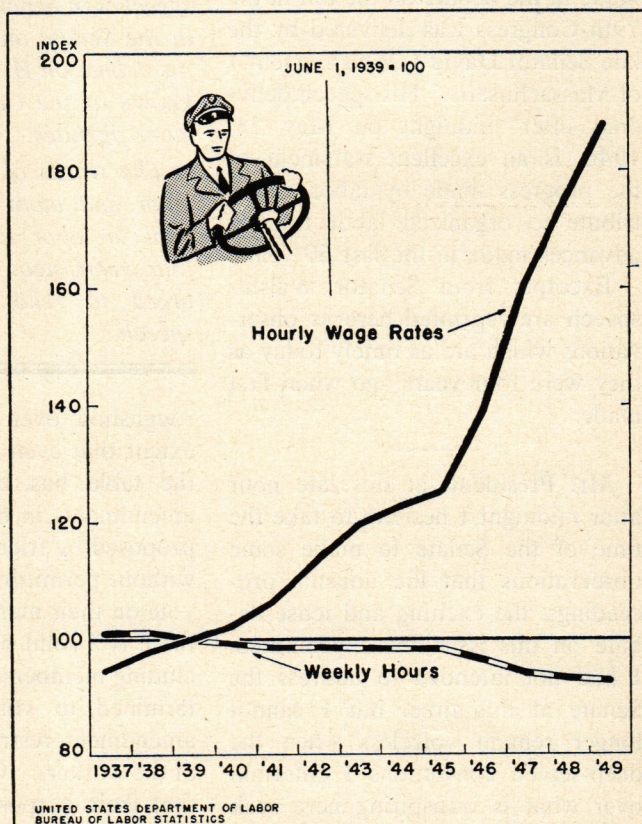
farmers' union had misrepresented conditions through a motion picture "Poverty in the Valley of Plenty." The film's scenes were not taken in the DiGiorgi property, but in the "valley of plenty" and did depict migratory workers' conditions.

The big farm owners were able to convince a House committee that the film was libelous and the result was a cessation of the strike.

The result is disheartening to the entire labor movement, but the result should make all of us view the migrant labor problem with renewed vigor. The migratory conditions of much of farm labor constitute a blot on the nation. Unionization is one way of helping to remove that blot.

We should all resolve that unionization must go forward in California and in other parts of the nation where the migrant problem exists.

Chart Tells Wage Story



The International Constitution of the Teamsters says that our object is "to secure for our membership reasonable hours, fair wages and improved working conditions."

The above chart tells the story of wage advances better than words can. The lower line in the chart shows that weekly hours of work are declining. At the same time, as the black line indicates, the hourly wage rates are going up rapidly. This chart, based on Government figures, is the best testimony we can find that we are accomplishing our mission.

Truth About Anti-Labor Laws

IN MAY, 1946, the United States Senate was engaged in debate on a labor disputes measure. A bill had been reported out by the House of Representatives and a substitute brought forward by Congressman Francis Case of South Dakota.

The debate on the bill in the Senate brought out bitterness on the part of both anti-labor and pro-labor Senators. The bill was the forerunner of the Taft-Hartley measure which was enacted by the 80th Congress.

One of the outstanding speeches made in the debate on the bill in the 79th Congress was delivered by the late Senator David I. Walsh (Dem.) of Massachusetts. His speech delivered after midnight on May 23, 1946, is an excellent statement of the progress made by labor and a tribute to organized labor for the advances made in the last 60 years.

Excerpts from Senator Walsh's speech are reprinted here as observations which are as timely today as they were four years ago when first made.

Mr. President, at this late hour after midnight I hesitate to take the time of the Senate to make some observations that the unusual proceedings, the exciting and tense debate on this issue, have prompted. I had not intended to address the Senate at this time, but I cannot longer remain voiceless when the deep-seated convictions I entertain over what is transpiring here seek expression.

'Unusual Experience'

Mr. President, the Senate has in recent days been passing through a most unusual experience. I have been here a long time, and I have never seen the proceedings in the Senate assume the extraordinary character they have during this debate and especially tonight. We have seen an antilabor coalition ride

Four Years Ago, the Late Senator Walsh Of Massachusetts Delivered a Scorching Blow At 'Case Bill'; His Logic Applies to T-H Act

Editor's Note

The late Senator David I. Walsh of Massachusetts was a great friend of organized labor. He fought for labor in the Senate as he had for the worker from the time he was a young man. One of his most moving speeches in behalf of labor was made in the Senate on May 23, 1946, in the debate on H. R. 4908, popularly known as the Case bill, to regulate labor disputes.

The words of Senator Walsh on labor and labor's problems are as vital to labor today as they were four years ago. All members are urged to read Senator Walsh's speech.

roughshod over a minority to the extent that even a motion to lay on the table has been made against amendments in the interests of, and proposed by friends of, the workers, without permitting even debate or a vote on their merits. It is clear that there is a solid bloc of Senators, including members of both parties, determined to vote for almost any amendment restrictive of the rights of the workers. Of course, they urge that their purpose is to correct the excesses of labor unions, but that does not change the fact that their opposition is against every man and woman who belongs to labor organizations or who may choose to join them in the future. The atmosphere of the Senate appears to be charged with a determination to pass legislation impetuously and primarily for punitive ends. Calm and wise judgment has disappeared. As the roll is called, the question seems to be

not so much on the merits of individual amendments but on a determined intention to classify Senators into two categories—one, the representatives of the employers, and the other, the representatives of the workers. By innuendo, if you happen to be a Senator championing the cause of the workers, you are a strike sympathizer and should receive the commendation and contempt that some people hold at the present time toward John L. Lewis.

'Hostile and Detrimental'

Instead of the ordinary procedure of discussing and analyzing the problems that affect labor and industry, of trying to prevent or remove the abuses that exist in both groups, the issue here is to seize the present opportunity to curb and restrict the rights now enjoyed by the workers. Senators who heretofore have boasted of their loyalty to the working class are gleefully rushing to vote for amendments that every man and woman in every labor organization in the country considers hostile and detrimental to the rights of the working class. Senators who were elected as friends of labor have succumbed to the hysterical emotions of the hour, and have joined the procession supporting the antilabor amendments. For the first time I have witnessed an attitude of indifference, if not real hostility, toward any expressions of sympathy with, or support of, the causes that Senators heretofore have been proud to advocate. There is a subtle attempt here to imply that those who speak against these repressive measures are either disloyal or wild-eyed labor agitators.

It is to be noted that every amendment to place management and trade associations in the same status as labor organizations, in regard to management of their group funds or reports of their joint membership, has been rejected. It appears to be a determination to punish labor, and labor only.

In contrast with the situation in this chamber in regard to the legislation at hand, I recall the long struggle of the workers for social justice, for the opportunity of obtaining a decent livelihood, for a fair and just share of the earnings resulting from their toil.

I recall that in my own state it took 60 years of agitation to enact reasonable child-labor legislation. I can remember as a youth scenes in my own community where I saw young girls, 13 and 14 years of age, going out in the darkness of the early morning to work in the cotton mills for 10 and 12 hours, returning in the darkness of the evening. I have heard from their lips stories of how they ran every inch of the way from their homes to the mill gates because they were frightened. Who brought about the changes that have resulted in today's improved working conditions? Who has accomplished the shortening of work hours and the improvement of working conditions? It was done through the organization of the workers, through unions, and other associations that they set up for using their collective power to influence employers who were often of the absentee landlord class.

Workers Get Credit

I recall, in the eighties, the enthusiasm with which the workers received the establishment of the organization known as the Knights of Labor, and their espousal, under difficulties and persecutions, of the cause for shorter working hours, better wages, and better living conditions. Much progress has been made, but the credit is due in large measure, if not in full measure, to the unions and labor organizations that the workers themselves set up.

I recall witnessing—I can picture some of them now—many of them I knew by name—women 75 and 80 years of age—trudging the streets in summer and winter, year in and year out, from the mills to their homes, with bent backs and gnarled fingers due to ceaseless toil over the spindles, looms, and machines in the factories and workshops of New England. Who lifted their voices and used their efforts to help bring about better living conditions, shorter hours of work, and the securing of safety appliances? The workers' organizations.

Fight for Safety

I remember as a young lawyer prosecuting cases in the courts for damages sustained by employees—one a young woman whose scalp was torn from her head because the hair became entangled in the machinery due to the lack of proper safeguards. I remember other cases seeking compensation for loss of arms, for loss of fingers, and other disabilities. In all of them I found raised in defense the doctrine of "assumption of risk"—that the employees assume the risk

involved in their work. These and other victims of industrial injuries were often obliged to turn to public charity or to members of their families for support. Sometimes when a father was seriously incapacitated the children were forced to leave school and go to work to support him.

Who led the fight and brought about legislation that eliminated the doctrine of "assumption of risk" and make it possible for these victims of industrial life to become other than a public charge? It was labor, organized labor, union labor.

The long and at times discouraging struggle made by labor organizations, against what seemed insurmountable obstacles, to elevate the workers from almost a state of servitude to the improved position that they now hold through legislation requiring safety appliances, better working conditions, and shorter working hours, is an inspiring one. It is indeed a story of the glorious victory of human rights.

A 'Great Debt'

Mr. President, have we forgotten the obligation, the great debt we owe

"My, How I've Changed!"



to the workers of this country? All the vast wealth we have accumulated has come from the toil, sweat, and blood of the workers.

Their strength, their vigor, their health, their labors, have opened up the vast wealth that the Almighty planted in the bowels of the earth for our benefit. They have tilled the fields so that we might have the rich harvests with which we are blessed. They have exhausted themselves in the workshops, factories, and industries of the country. How meager has been their share of the prosperity that has resulted from their toil and sacrifice.

Not Immune to Fault

Have they no claim to our sympathy and assistance? Must we be heedless of their social advancement and welfare because some leader may have misjudged his obligation to them or his responsibility to the public? Labor leaders are not immune from the faults, failure, and mistakes or even the misuse of power which is observable in other phases of life.

Even those in the public service, whom we sometimes call politicians, make serious mistakes and fail to promote the public welfare.

I have witnessed the struggle of the workers for recognition of their rights up to this very hour, and I regret to see in this chamber efforts to restrict the progress that has been made—efforts that indicate a lack of sympathy, a distrust of the workers' organizations, a hindrance to further progress—efforts to place limitations on their rights to organize and to engage in collective bargaining.

Mr. President, I regret to see in this chamber what seems to me to be a determination to turn back, an attempt to undo some of the helpful things that have been accomplished through years of effort. Indeed, I think I observe here a spirit of passion, a spirit of intense hostility, a desire to get even with someone. We are acting as if we were looking for blood. I fear, instead of helping to end strikes and bring about peaceful

and harmonious conditions, we may be moving toward more turmoil, more strikes, and more hostility between capital and labor.

Mr. President, not all employers are petitioning for this legislation. There are many, very many who deal fairly and justly with labor. Many of them have a sincere and deep sympathy for their workers. Many of them have often voluntarily expressed this in bonuses, pensions, and in various other benefits to the workers. Let us counsel with these representatives of the employers and we will find them cooperative. Not one of them will ask us to repeal collective bargaining or the right of the worker to strike.

Hundreds, yes thousands, of disputes and differences between labor and industry have been peacefully and successfully adjusted. Because there have been a few failures and hardships have resulted and the public interest has been jeopardized does not, in my opinion, justify the putting of all labor in a strait-jacket.

Key to Harmony

One would be led to believe, listening to the debate here, that there is no class consciousness on the side of management; that it is all on the side of labor. In my opinion, there is as much class consciousness on the one side as on the other, and in my opinion, some labor unions remain militant because, forced to deal with a hostile employer, they believe that the labor union can survive in no other way.

In the final analysis, it is my opinion that the sympathetic attitude of management toward unions is the

key to sound industrial relations, and, if the employers whole-heartedly accept the philosophy of collective bargaining, our labor unions would rise to the responsibilities which they have and fulfill their rich promises.

Mr. President, let us think of the workers other than John L. Lewis as we discuss this legislation. There are millions of them who are law-abiding and who seek and desire industrial peace. Men are fallible and so are leaders, whether they are in the labor, the industrial, or in the political life. Rash and extreme measures that affect and injure the welfare of the people are taken even at times by men in public service.

Let us remember there is another day coming when the present labor turmoil will have subsided. Industrial peace will come, and the workers, in my opinion, desire it and want it just as much as management.

A Plea for Calmness

Let it not be said of us when our record is scanned that in the heat of passion we attempted to undo the progress that labor has made through its long uphill hike for industrial freedom, that we have in a moment of excitement sought to abridge and reduce the rights of workers.

Let us consider these measures calmly. I cannot emphasize too strongly the fact that no amendment proposed here by the coalition can in any manner affect or change the present strike situation. Nor could these coalition amendments, were they the law today, have prevented the present strikes. The amendments are proposed now in the belief that the present hysterical state of mind will give the support that the amendments would not get in normal times. In fact, some of the proponents of these amendments concede this.

These proposals will result in arousing antagonism and resentment of all workers, who are innocent parties to present labor disturbances, when they know the motive behind these proposals and their true significance.

*Make
Democracy Live*
**REGISTER
and VOTE**



WHAT does the present boom in business mean to labor?

With production and volumes at new highs, what is the effect on the working man and his family?

Do the new production highs mean higher wages, higher living costs, continued employment, less unemployment? Are we off on an alarming inflationary spiral?

These are the questions which only time can answer, but which are being given thoughtful consideration by government, Congressional, and business economists who are studying the present business trends.

A New Boom

What is going on? What does it mean in terms of the welfare of the nation and the working man? Are there some dark clouds beyond the present bright horizon?

A year ago the nation was alarmed at possible deflation, falling production and alarming unemployment. Economists predicted the growth of joblessness beyond the five-million mark this summer. But today the picture is quite different.

We are in a postwar boom which promises to hit new records.

Building, automobile manufacture, and steel production are pacing the fast-moving boom. Building in May set a new record which exceeded even the seasonal output of the fall of 1948 and 1949, reports the Department of Labor. Building has been moving steadily forward this year with new construction totaling nearly \$8.1 billion in the first five months of 1950, which is more than one-fifth above the building for the first five months of last year.

The year 1950 may be a \$20 billion building year, topping last year's record. Building is always one of the pacemakers of prosperity. When building is up, the nation is generally going along well. When building declines, the effects are felt throughout the entire national economy.

Another strong index of national prosperity is the production of automobiles. The automotive industry in the manufacture of automobiles and trucks is a heavy user of many raw materials and a multitude of

types of skills and trades. The 1950 mark which is being set by the auto industry promises to turn out a record number of units. In the last five months the production topped 2,800,000 and at least that many or more will be made in the five months beginning June 1, observers in the industry believe.

This year may see between 6,500,000 and 7,500,000 units of cars produced. The demand for vehicles is still strong with heavier requirements noted in the middle and lower cost categories.

A third prosperity pacemaker and one closely related to both building and automobiles is steel. At the present time, steelmakers are producing at more than 100 per cent of rated capacity. Production in the first six months as the half-year period draws to a close will near the 48-million ton mark. Experts in the steel industry, studying the heavy demands being made for iron and steel, say that 1950 may be a 90-million-ton year. This tops 1940 by a heavy margin, which saw 78 million tons produced.

Production Soars

With building, autos and steel in heavy production, the economy is feeling the effects in many ways. The index of production is hitting new highs. The index is the comparison table which economists use to determine how we are doing—it is virtually the fever chart of business. The Federal Reserve Board index is at a new high for the year and the *New York Times* combined index, a standard of comparison in business studies, by mid-June had topped 160—it was 160.8 as compared with 144.9 a year ago.

With production at new highs, the doleful predictions of heavy unemployment this year are not coming true. The Bureau of the Census reports that farm and factory jobs show an increase of 1,063,000 in May. Since February employment has increased by 2,778,000, with unemployment showing a decrease of 1,627,000.

Thus all along the economic front we see continued signs of prosperity. And when business is good, transportation requirements are heavy, all of which means that there will be more and more trucking service needed. According to the latest report on truck deliveries, volume showed an increase of 18 per cent for the latest month for which figures are available.

What does all this mean in terms of the working man?

Rising Costs Seen

It would be pleasant to say that all this adds up to bigger and better pay envelopes throughout the entire labor force. Unfortunately, such is not the case. When the complete picture looks bright, we see an era of rising costs and this means inflation, to a limited degree at least. There is a drastic difference, however, in the so-called inflationary picture today and that of a year or two ago. Leon Keyserling, chairman of the President's Council of Economic Advisors, is not alarmed at the present high levels. Seeing a difference today from the 1946 and 1948 periods, he said in a recent broadcast, "Now, the way I would distinguish it is this: that between 1946 and 1948, the total level of demand which resulted from wartime savings and resulted from the fact that the war was financed by borrowing, and resulting from the bottleneck in industrial production—the total demand for goods and services was much higher than what the American economy could produce. And so we had great inflationary pressures. But that is not the situation now. The demand is high. Incomes are high. Employment is high. But productive capacity is much greater. There are great increases in productive capacity. . . . You haven't got the strain on the labor force that you had in 1946, and you haven't got the strain on our factories and our mines and our mills, over-all, because productivity, due to the genius of the American business system, has

increased so much in these few years."

Despite Mr. Keyserling's assurances that we are not in a dangerously inflationary period, the fact remains prices are going up in several basic lines of goods. In wearing apparel, for example, consumer experts anticipate higher prices in men's suits, and in woolen and children's clothing this fall. Household goods in several lines are rising and the general construction picture is experiencing a rise in overall costs.

While the rising costs may not be too drastic, any increase in the middle and low-income groups of wage-earners represents pay cuts. These "pay cuts" in increased living costs will be reflected in demands for wage reviews in many industries. At the present time many unions are asking for wage reviews. Whereas a short time ago the issues were over pension and welfare benefits, today the matter of wage adjustments is coming into the picture.

Graduates Get Break

This means, of course, that when unions contemplate wage reviews, they must take into consideration the living costs picture as it is reflected in rising prices for basic necessities.

Another effect of the boom period affects more than half a million young people entering the labor force—graduates. These young people from high school and college will find getting a job this summer somewhat easier than they were told by personnel counsellors in winter months when the job outlook was considerably dimmer than it is now.

Are there some dark clouds in this bright prosperity picture?

If anyone could answer this question finally and accurately, he would be an extraordinary prophet indeed, for these are extraordinary times when many trends tend to confuse the usual bench marks of future business activity.

Some economists in the business world are keeping their fingers

crossed on this business boom. They feel that perhaps autumn may tell another story. They point to past booms which were deflated in the autumn days—citing 1929 and 1937. Other observers are not hesitants in saying that the present boom will not only last through 1950 but will continue well into 1951 and perhaps longer.

Those who look at the long-range effect of our business conditions look with increasing concern at such reports as that from the Joint Congressional Economic Committee issued in mid-June. A 90-page supplement to the report says, in short that the rich are getting richer and the poor are getting poorer. The report says, "Considerable evidence exists that the status of those having the lowest income has continued to deteriorate."

The figures in the report show that the lowest two-fifths of income earners broke even in 1945 but in 1948 this group was less than breaking even—its members were going into savings and accumulated capital.

On the other hand the top one-fifth or top 20 per cent of what the committee called "Spending units"—families—saved an amount equal to 65 per cent of all net savings in 1945. This is one-fifth of the spending units by 1946 was saving 79 per cent of the net savings, 93 per cent in 1947 and 99 per cent in 1948. This is a significant figure: that in 1949 the top one-fifth was saving nearly all the saving which were being saved in this country.

Wage Reviews Seen

The uncertainty of the entire economic outlook, despite the present boomtime prosperity, accentuates, say many observers, the importance of labor unions and labor unity. With a problematical future, unions are turning to more emphasis on welfare programs in the long run and wage adjustments in the short term view. The general result is likely to be that of more and more wage reviews as the inflation and price rise trend continues.

Attack On Trucking Continues

TEAMSTERS and truckmen should talk back!

They should talk back to such publications as the multi-million circulated *Reader's Digest* which carries in its June issue a flagrant attack on trucking and truckmen.

"The Rape of Our Roads" by Frederick G. Brownell appears in the June issue as reprinted from the Buffalo, N. Y., *Evening News*. It is interesting to note that Brownell is not a regular staff member of the Buffalo newspaper but a "writer on economic affairs."

One of Worst

The article in the *Reader's Digest* is one of the sharpest attacks on the trucking industry which has appeared in the public prints. The fact that it is published in a mass-circulation magazine makes its influence of such importance that the attack cannot be ignored.

Trucking industry people generally—and this includes both drivers and fleet owners—regard the article as just one more weapon in the arsenal of attack which is being commandeered by the anti-trucking interests in an effort to poison public opinion against the industry.

This attack by the *Digest* is of such importance that it must not go unchallenged. There is too much at stake in a proper and honest public understanding of the issues involved in this constant rail-truck transportation fight to ignore this latest attack. THE INTERNATIONAL TEAMSTER believes that the propaganda attacks on the trucking industry should be countered every time they are made. THE TEAMSTER believes that it is the job of everyone who makes a living in this industry to speak up for the industry—for truck transportation.

As indicated in the May INTERNATIONAL TEAMSTER in the article "We Must Fight Rail Propaganda,"

Vicious Charges in Reader's Digest Are Worst Salvos Fired Against Truckers in Propaganda War by Rail Interests; They Don't Hold Water

there are more than three times as many people employed in the trucking and allied industries as are employed by the railroads. The International Brotherhood of Teamsters has a real and continuing stake in this fight. The union feels that there is a strong community of interest between the hundreds of thousands of hard-working, dues-paying and skilled truck drivers and the honest business men who are carrying on a legitimate enterprise. This fight against the insidious anti-truck propaganda is one in which both labor and management must participate—we're literally on the same team and have at stake the same thing: jobs.

Facts or Fiction?

Let's look at the *Digest* article. Space here prevents a complete analysis of the Brownell contribution to the anti-truck propaganda, but a few observations will be sufficient to discredit its overall attack. The article says:

"America faces a transportation crisis of the first magnitude. Under the relentless battering of outsize and overloaded trucks, the three million miles of roads that comprise this nation's arteries are going to pieces faster than we can find money to replace them."

That's what the article says. What are the facts?

We are in a transportation crisis as anyone familiar with the tremendous growth of motor transport and the failure of our roads to keep pace knows. THE INTERNATIONAL TEAMSTER has called attention to the needs of the nation for more and better roads.

In the June, 1949, issue of THE

INTERNATIONAL TEAMSTER, we said, editorially, that "... the traffic disease calls for far more drastic medicine than has been applied to date. Our entire highway system needs re-study and much of it needs overhauling . . . We cannot keep pace with our growing traffic needs unless we step up our program all the way down the line—national, state, city, county and rural rehabilitation of our highways."

In the September, 1949, TEAMSTER, we published a feature article called "Our Horse and Buggy Highways." In that article which was, in part, a report of a new transportation study made by the Brookings Institution, it was pointed out that the growth of transport has far outstripped the present highway system. Motor car registrations have grown, for example, from 8,000 in 1900 to more than 40,000,000 in 1948, the latest figure available at the time the article was prepared.

This article in THE INTERNATIONAL TEAMSTER also pointed out that motor traffic has grown as shown by Public Roads studies of traffic-miles. A comparison chart from Public Roads Report was given which showed that traffic has grown since 1921 from a little over 50 billion miles travelled in that year to some 400 billion miles in 1948—an increase of eight-fold.

Hazard Is Cited

Last fall Thomas H. MacDonald, Commissioner of Public Roads, spoke to the American Road Builders' Association and outlined what he thought were some of the inadequacies of our highway system. Among other things, Commissioner

MacDonald said "Overloaded highways, or on highways of inadequate design where drivers are forced to travel at unreasonably low speeds, their nervous tension increases, their performance becomes less responsible, and accident rates increase. *Under-capacity of the present traffic load is an outstanding hazard and a major inadequacy of our present highways and streets.* (italics supplied)

Members of the International Brotherhood of Teamsters are informed on the need of an improved highway system. Tens of thousands of them realize it every day. This journal has been attempting to point out the shortcomings and will continue to do so. But the inadequacies or the crisis aspects are not due to the "relentless battering of oversize and overloaded trucks." The crisis is much more basic than can be described in a glib sentence in a popular magazine.

The magazine says that the "three million miles of roads that comprise the nation's arteries are going to pieces faster than we can find money to replace them."

What are the facts?

The author evidently finds his "three million miles" reference in the report, "Highway Needs of the National Defense," compiled by the Public Roads Administration as one of a series of reports directed by the Federal Aid Highway Act of 1948. This report was released to the public June 30, 1949. If the author of the *Reader's Digest* article had read the report carefully, he would not have made his extravagant statement which appears in the opening paragraph of his article.

Figure Cut in Half

The Public Roads Report says that the *entire* rural roads system totals some 3,009,617 miles. Of this total, 1,466,346 miles are non-surfaced. And this nearly million and a half miles total include 817,220 miles described as "primitive and unimproved" and 649,126 miles which are "graded and drained"

and are, of course, "non-surfaced."

This cuts the *Digest* figure in half. And of this figure for the latter half of our highways less than 200,000 miles are surfaced with Portland cement concrete or high-type bituminous top. This is the heavy-duty road section over which the bulk of our truck traffic passes. In short, the three-million-mile figure can be reduced to less than 200,000 miles or less than one-sixteenth of the *Digest* figure—6 per cent!

The Brownell article also says that of the 37,800 miles in the interstate highway system, 35,500 need immediate improvement at a cost of \$11 billion. The implication is plain that the author means that the reason the \$11 billion improvement is needed is that the "overloaded trucks" have battered the interstate system to pieces.

What are the facts?

Average Age Cited

If anyone reads the report, "Highway Needs in the National Defense," he can soon find out for what the \$11 billion is recommended. Space here prevents going into details, but brief reference will be made. First of all, the letter of transmittal from Commissioner MacDonald to the then Federal Works Administrator, Major General Philip B. Fleming, says, "Any complacency we may have as to the adequacy of these major roads to serve in peace or in war is shattered by the evidence presented. The average of all roadways is 12 years. The average age of the road-beds on which these surfaces rest is 17 years."

In the "Summary and Recommendations" of the report, the Public Roads Administration says, "The National Military Establishment has determined that this same system includes in its rural sections substantially the roads of *greatest strategic importance* for service of the highway necessities of war. The urban sections designated are rated with the same authority as of *prime importance for wartime duty*, and the additional urban designation desir-

able for *service of wartime movements* is *identical* in character with the additional needs of normal usage in peace."

And further adds the report, "Of the entire street and highway network, the interstate highway system, its most important segment, is by and large the *most seriously obsolescent part.*" (Italics supplied.)

It should be pointed out that the \$11 billion improvement program includes work which should be done in both urban and rural areas. And this, of course, includes cost of rights of way, widening of roads, new freeways, bridges, curvature correction, new tunnel work, and other vitally needed improvements. The work near and in cities is tremendously expensive and this includes nearly half the total and these expenses are not needed to correct truck "battered" roads.

The list of recommended improvements in the interstate highway system are set forth in great detail for the technical information of anyone interested in reading the document. The most casual examination of the report will convince the most biased anti-truck advocate that the implications of the *Digest* article are hardly in accord with the recommendations as set forth by the government agency.

Fright Phrases

The *Digest* also points out another characteristic of modern highway development and uses this to frighten the average citizen. The writer refers to the familiar "thump—thump—thump" as your tires pass over successive pavement joints. This is a sign that the highway has begun to "pump." The *Digest* statement would have one believe, an impartial reading of the article would indicate, that the thumping sound is a warning that heavy-duty trucks are breaking up the road.

What are the facts?

The Highway Research Board has made an exhaustive study of "pumping" and says that four basic con-

(Continued on page 30)

I. C. C. Moves Against Gypsies

AFTER years of resting on its oars the interstate Commerce Commission was forced to protect itself, as well as the public, by moving against the hazards created by vehicle leasing. In an order dated June 26, 1950, the Commission prescribed rules governing gypsy operations.

Below is a copy of the new rules prescribed by the Commission with reference to leasing and interchange of equipment.

It is ordered that the following rules and regulations are prescribed to become effective on September 18, 1950;

§ 207.1 **Applicability.** The rules and regulations in this part apply to the augmenting of equipment by common and contract carriers of property by motor vehicle subject to Part II of the Interstate Commerce Act, to the interchange of equipment between such common carriers of property by motor vehicle, and to the lease of equipment by common and contract carriers of property by motor vehicle, with or without drivers, to private motor carriers and shippers . . .

§ 207.3 **Augmenting equipment.** Other than equipment utilized in interchange service, as defined in § 207.4 authorized carriers may perform authorized transportation in or with equipment which they do not own only under the following conditions:

(a) The contract, lease, or other arrangement for the use of such equipment—

(1) Shall be made between the authorized carrier and the owner of the equipment;

(2) Shall be in writing and signed by the parties thereto, or their regular employees or agents duly authorized to act for them;

(3) Shall provide for the exclusive possession, control, and use of the equipment by the authorized carrier when operated by or for such carrier and for the complete assumption on the part of such authorized carrier of full responsibility in respect of said equipment during the period the equipment is operated in its service, to the public, the shippers, and the Interstate Commerce Commission;

(4) Shall specify the time and date the contract, lease, or other arrangement begins, and the time or the circumstances on which it ends, and the method of determining the compensation for the use of the equipment. The duration of the contract, lease, or other arrangement shall coincide with the time for the giving and

Commission Finally Issues Order Which Prescribes Regulations Governing Lease of Carriers; Rules Effective September 18, 1950

receiving of receipts for the equipment as required by § 207.3(b); and

(5) Shall be executed in triplicate; the original shall be retained by the authorized carrier, one copy shall be retained by the owner of the equipment, and one copy shall be carried on the equipment specified therein during the entire period of the contract, lease, or other arrangement, unless a certificate as provided in Rule 2-d(3), is carried in lieu thereof.

(b) **Receipts.** When possession of the equipment is taken by the authorized carrier or its regular employee or agent duly authorized to act for it said carrier, employee, or agent shall give to the owner of the equipment or the owner's employee or agent a receipt specifically identifying the equipment and stating the date and the time of day possession thereof is taken; and when the possession by the authorized carrier ends, it or its employee or agent shall obtain from the owner of the equipment or its regular employee or agent duly authorized to act for it a receipt specifically identifying the equipment, and stating therein the date and the time of day possession thereof is taken.

(c) **Inspection of equipment.** It shall be the duty of the authorized carrier, before taking possession of equipment, to inspect the same or to have the same inspected by one of its responsible and competent regular employees in order to insure that the said equipment complies with Parts 3 and 6 of the Motor Carrier Safety Regulations (Rev.), pertaining to "Parts and Accessories Necessary for Safe Operation," and "Inspection and Maintenance," and if explosives or other dangerous articles are to be transported thereon, further to inspect and check such vehicles or equipment to insure that they or it complies with Part 7 of the said safety regulations pertaining to "safe transportation of explosives." The person making the inspection shall certify the results thereof on a report in the form hereinafter set forth, which report shall be retained and preserved by the authorized carrier, and if his inspection discloses that the equipment does not comply with the requirements of the said safety regulations, possession thereof shall not be taken. In all instances in which the inspection required by this rule is made by an employee, the authorized carrier, if an individual, or a member of the copartnership if the authorized carrier is a copartnership, or one of the officials thereof if the authorized carrier is

a corporation, shall certify on the inspection report that the employee who made the inspection is a responsible and competent employee:

(d) **Identification of equipment.** The authorized carrier acquiring the use of equipment under this rule shall properly and correctly identify such equipment as operated by it when such equipment is operated by or for such carrier in accordance with the Commission's requirements in Ex Parte No. MC-41. If a removable device is used to identify the authorized carrier as the operating carrier, such device shall be on durable material such as wood, plastic, or metal, and bear a serial number in the authorized carrier's own series so as to keep proper record of each of the identification devices in use.

(1) The authorized carrier operating equipment under these rules shall remove any legend, showing it as the operating carrier, displayed on such equipment, and shall remove any removable device showing it as the operating carrier, before relinquishing possession of the equipment.

(2) Unless a copy of the lease, contract, or other arrangement is carried on the equipment, as provided in § 207.3 (a)(6), the authorized carrier or his regular employee or duly authorized agent shall prepare a statement certifying that the equipment is being operated by it, which shall specify the name of the owner, the date of the lease, contract, or other arrangement, the period thereof, and any restrictions therein relative to the commodities to be transported, which certificate shall be carried with the equipment while such equipment is being operated by or for such carrier.

(e) **Driver of equipment.** Before any person other than a regular employee of the authorized carrier is assigned to drive equipment operated under these rules, it shall be the duty of the authorized carrier to make certain that such driver is familiar with and that his employment as a driver will not result in violation of any provision of Parts 2, 3, 5 and 6 of the Motor Carrier Safety Regulations (Rev.) pertaining to "Driving of Motor Vehicles," "Parts and Accessories Necessary for Safe Operation," "Hours of Service of Drivers," and "Inspection and Maintenance"; and to require such driver to furnish a certificate of physical examination in accordance with Part 1 of the Motor Carrier Safety Regulations (Rev.) pertaining to "Qualifications of Drivers,"

REPORT OF VEHICLE INSPECTION

Description of vehicle: Make _____ Year _____ Model _____ Serial No. _____
 Type: Tractor _____ Trailer _____ Semitrailer _____
 License plate: No. _____ State _____
 Owner's name _____
 Name of authorized carrier _____

Indicated in the proper column the result of the inspection of each item listed:

Item	Not Defective	Defective	Description of Defect
Body	_____	_____	_____
Brakes	_____	_____	_____
Cooling system	_____	_____	_____
Drive line	_____	_____	_____
Emergency equipment	_____	_____	_____
Engine	_____	_____	_____
Exhaust	_____	_____	_____
Fuel System	_____	_____	_____
Glass	_____	_____	_____
Horn	_____	_____	_____
Leaks	_____	_____	_____
Lights (state which)	_____	_____	_____
Reflectors	_____	_____	_____
Speedometer	_____	_____	_____
Springs	_____	_____	_____
Steering	_____	_____	_____
Tires	_____	_____	_____
Wheels	_____	_____	_____
Windshield wiper	_____	_____	_____
Any other items requiring attention:	_____	_____	_____

I hereby certify that on the _____ day of _____, I carefully inspected the equipment described above and that this is a true and correct report of the result of such inspection.

(Signature of person making inspection.)

I hereby certify that on the date stated above the person who made the inspection covered by this report is a responsible and competent regular employee.

Date _____

(Signature of authorized carrier or co-partner or officer of authorized carrier.)

or, in lieu thereof, a photostatic copy of the original certificate of physical examination, which shall be retained in the authorized carrier's file.

(f) **Record of use of equipment.** The authorized carrier utilizing equipment operated under these rules shall prepare and keep a manifest covering each trip for which the equipment is used in its service, containing the name and address of the owner of such equipment, the make, model, year, serial number, and the State registration number of the equipment, and the name and address of the driver operating the equipment, point of origin, the time and date of departure, the point of final destination, and the authorized carrier's serial number of any identification device affixed to the equip-

ment. During the time that equipment subject to these rules is operated there shall be carried with the equipment, bills of lading, waybills, freight bills, manifests, or other papers identifying the lading, which shall clearly indicate that the transportation of the property carried is under the responsibility of the authorized carrier, which papers, together with the truck manifest, shall be preserved by the authorized carrier.

§ 207.4. **Interchange of equipment.** Common carriers of property may by agreement, contract, or lease, interchange any equipment defined in § 207.2(b), with other common carriers of property in connection with any through movement of traffic, under the following conditions:

(a) **Agreement providing for inter-**

change. The contract, lease, or other arrangement shall be made between the carrier which owns the equipment and the carrier proposing to acquire the use thereof; shall specifically describe the equipment to be interchanged, the specific points of interchange, and the use to be made of equipment by the carrier which is not the owner thereof while in its possession; shall state the consideration for the use of the equipment; and shall be signed by the parties to the contract, lease, or agreement, or their regular employees or agents duly authorized to act for them.

(b) **Authority of carriers participating in interchange.** The certificates of public convenience and necessity held by the carriers participating in the interchange arrangement must authorize the transportation of the commodities proposed to be transported in the through movement, and service from and to the point where the physical interchange occurs.

(c) **Driver of interchanged equipment.** Each carrier must assign its own driver to operate the equipment that is proposed to be operated from and to the point of interchange and over the route or routes authorized in the participating carriers' respective certificates of public convenience and necessity.

(d) **Through bills of lading.** The interlined traffic transported must move on through bills of lading issued by the originating carrier, and the rates charged and revenues collected must be accounted for in the same manner as if there had been no interchange of equipment. Charges for the use of the equipment shall be kept separate and distinct from divisions of the joint rates or the proportions accruing to the carriers by the application of local or proportional rates.

(e) **Inspection of equipment.** It shall be the duty of the carrier acquiring the use of equipment in interchange to inspect such equipment, or to have it inspected by one of its responsible and competent employees for the purposes specified in § 207.3(c), and equipment which does not meet the requirements of the safety regulations shall not be operated in the respective services of the interchange carriers until the defects have been corrected.

§ 207.5 **Rental of equipment to private carriers and shippers.** (a) **Renting equipment with drivers.** Unless such service is specified in their operating authorities, authorized carriers are prohibited from renting equipment with drivers to non-carriers, and shall not directly or indirectly assist such non-carriers to select or obtain drivers for equipment rented to them.

(b) **Removal of identification.** Before the effective date of the lease, contract, or agreement for rental of equipment to non-carriers without drivers, the authorized carrier shall cause to be removed from the equipment all marks of identification that indicate that such equipment

(Continued on page 32)



"Summertime and the living is easy," or so the song goes. I hope your summertime will be easy and pleasant and I here and now wish a happy vacation to you all.

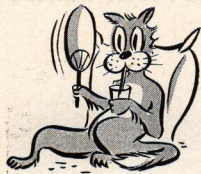
And speaking of vacations, take them easy, too—particularly with regard to suntan. Sure, it's wonderful to get a nice tan and soak up all of that invigorating vitamin D, but a swollen, blistered skin is no picnic. It can be very dangerous and has in some instances proved fatal.

Fair-skinned people have to be even more careful, but all should take precautions. Use a sunburn oil or lotion before exposure to the sun and take your tan in moderate doses—not more than 20 minutes to half-hour the first day—and move around some. Be especially careful not to fall asleep in the sun.

* * *

About Your Pets

Don't let's neglect our pets this summer. Let's be sure they are taken care of while we're on vacation and don't forget they like plenty of fresh, cool water in the summertime—cats as well as dogs. And don't forget the caged birds. These are all God's creatures and your faithful friends.



* * *

Be Bandbox Fresh

Ladies' one of the best ways of keeping cool on the hot, sultry, dog days is to look cool. And I hear you saying, "In the sweet name of heaven, how?" Well, first off, the initial step of the cooling-off process begins with a warm—no, not cold—bath. Just have the water tepid and after you have finished bathing, let the cold water run in and just lie there a few minutes as the water becomes cool and completely relax. Then step out of the tub and slowly (don't rush any of the operations) pat—don't rub—yourself dry. Then splash all over with a light cologne.

Dress simply this summer. Fresh little washable cotton dresses are reasonably priced this summer. Buy plain ones, easy to iron. Then, even if you must be your own laundress, you will have little trouble rinsing them out and pressing and you will always look fresh and be fresh. Skip the heavy costume jewelry for summer.

It is hot and makes you look hot. White touches are good for hot weather—nice and frosty looking.

But at any rate, gals, be immaculately fresh and clean. Look just as if you stepped out of the proverbial bandbox. You'll look cool and that will make you feel degrees cooler.

* * *

Flowers for Madame

Madame Fashion has decreed this a flower year for every woman young or old. There are some lovely artificial blossoms on the market that look almost real and certainly dress up a costume. I saw a girl in pale pink yesterday with a sprig of apple blossoms at her waist. She just looked lovely. Her companion had on a hunter green summer suit, a crisp white blouse and a spray of white lilac on the suit lapel. You might wear a fresh flower if you prefer and are blessed with something in the way of a flower garden. In the 10-cent store you can purchase a wee lapel pin vase which holds a rosebud or tiny bouquet nicely and keeps it fresh all day. Certainly worth a dime and a try.

* * *

The Velvet Touch

As long as we're on the clothes and decorating question, have you noticed how much black velvet is being worn this summer? You might dress up an old costume with a black velvet "beanie," a black velvet ribbon sash, and your old black suede shoes, instead of white, for a change. The effect is quite attractive, especially with pastel plain or print dresses.

* * *

Let's Raid the Basement

Say, girls, let's raid the old basement this month for a little treasure. Do you have any old worn-out looking items in silver or pewter that haven't a bit of glint left on them? You can have these resilvered quite reasonably and they will look like a million dollars. We had an old, battered revolving caster set replated and it looks just beautiful and dresses up our sideboard no end.

And say, here's a little "make-something-out-of-nothing" idea I came across



the other day. A friend of mine had an old-time sewing machine which she no longer used. She removed the mechanism and sold it at a pretty good price. Then she painted the top and iron framework white and placed it out in the yard to hold potted plants. It was quite attractive and had the appearance of expensive iron garden furniture.

* * *

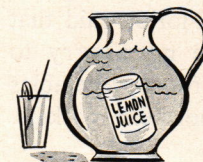
Good Household Hint

Those of you who buy milk in paper cartons, save the container to hold leftovers in your refrigerator. They take up a minimum of space at the very season when refrigerator space is at a premium. Use them tall or cut them shorter and press the top back on. You can throw them away after using or wash them out to use again and again.

* * *

Cool Drinks for Summer

Are you one of those people who loves a big, cold pitcher of lemonade in the summer time but hates to squeeze the lemons? Well, the little cans of frozen, concentrated lemon juice on the market now make a full quart of delicious lemon-



ade that can't be told from hand "squoze." Garnish with a few slices of fresh lemon and no one will ever be the wiser. The concentrated frozen grape juice is good, too. A friend of mine made a big, refreshing bowl of fruit punch for a party recently. She used one can of the frozen, concentrated lemon juice and one of grape—added two quarts of ice water, one lemon and one banana sliced very thin and plenty of ice cubes. It tasted fine. Looked pretty, too.

* * *

The Little Things

Ladies, do you ever stop to think how much the little things in life mean—the kind word somebody said to us, the little unexpected gift, the little thoughtful deed? It is the little things that are long remembered when the so-called big things have been forgotten. My neighbor brought me a 5-cent bunch of parsley from the market last week. It was fresh and green and dressed up my summer salads considerably all week. It was a little thing but a kind and thoughtful one and I did appreciate it.

Write a note, send a card to a friend who is away and is perhaps lonesome for news of home.

Make an extra little pan of rolls or pitcher of soup, when you are making yours, for the person who lives alone.

Take a gay little plant to someone who loves flowers but has no garden to grow them in.

Ask that newcomer in your neighborhood in for a little chat over a glass of iced tea.

Do those little thoughtful things that make others so happy. Know what? They make the doer happier, too.

SHORT HAULS



State Checks Trucks Closely

The Virginia state truck weight law has been causing difficulties for produce drivers from the South this spring. The state for a time was conducting a round-the-clock check on trucks traveling the highways in an effort to prevent passage of cargoes of 50,000 pounds, the state limit.

Fines of from \$10 to \$1,600 were levied. The fleet owners and growers' association in Florida said that these weights were necessary to move perishable fruits, vegetables and fruit juices to northern markets.

No Accident in 20 Years

Fred Hampton, of Local No. 938, Toronto, Ontario, recently completed 20 years without an accident as a driver for the Erie Coach Lines of Welland, Ontario. During the period, he drove over a million miles. According to William Mills, president of Local No.



Fred Hampton

938, Brother Hampton continually promotes good will for the Local. He is one of the Local's most active members in the Welland district, and enjoys his job because he likes to meet the public.

Would Aid Local Traffic

Considerable improvement can be made in alleviating local traffic congestion through a few simple devices, believes Theodore E. Matson, director of Yale University's Bureau of Highway Traffic.

Most communities have believed, observers say, that relief can come

only through long-range programs and heavy expenditures for new freeways, road improvements, etc. Prof. Matson does not deny the serious need of capital improvements, but he thinks much can be done by local communities to relieve traffic woes.

He thinks, for example, that a re-survey should be made by communities of the traffic signal system. Many systems are poorly located, improperly timed and inadequately maintained. These defects slow, rather than speed, traffic. Matson also thinks parking areas are often located too far from sections to be served. Such poor locations cause the lots to become civic "white elephants."

A uniformity of control devices and removal of objects which obstruct drivers' views are other items in Prof. Matson's recommendations to improve traffic conditions in part for relatively low costs.

University Names Beck

Dave Beck, Executive Vice President of the International Brotherhood of Teamsters, was recently elected president of the Board of Regents of the University of Washington.

Election to the office was by a vote of the board. Brother Beck was first named a regent of the university by Governor Mon C. Wallgren. He has been active in affairs of the university since becoming a member of the board.

Moonshine on the Rise

Teamster members who haul products of the beer and liquor industry should be interested in a recent report which shows that the tax-free moonshine industry is on the increase.

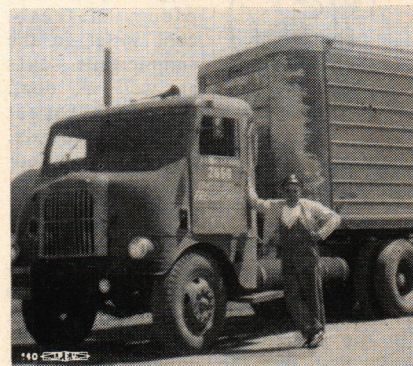
According to recent reports from

the U. S. Alcohol Tax Unit, agents of that agency seized 1,042 illicit stills during the month of April as compared with only 708 seizures in April, 1949.

Seizures are up 31 per cent over those of 1949. As seizures are gaining, the consumption of legal liquor is declining. Congress has been asked to lower the tax on liquor to prevent further diversions of purchasing power from legitimate to illegal channels of production and trade.

North Dakota Driver Honored

For extricating a motorist who was trapped in his car following an accident near Steele, N. Dak., Clarence Crawford, a member of Local 123, Bismarck, was named "driver of the month" at the April meeting of the North Dakota Motor Carriers Association.



Clarence Crawford

Brother Crawford, a driver for Consolidated Freightways, came upon the car in the pre-dawn. It had left the highway and turned over in a ditch filled with five feet of water. Crawford waded into the water, hooked a chain from his truck onto the car, and righted it. With the help of another passerby, Crawford got the driver out of the car, but the man died of his injuries while being rushed to a Bismarck hospital.

Metal Trades Head Retires

A veteran American Federation of Labor leader retired last month and another stepped into his post in the Metal Trades Department.

John P. Frey, president of the department since 1934, retired and became president emeritus and was succeeded by James A. Brownlow, who had served as secretary-treasurer of the department since 1946.

Mr. Frey is one of the best known of AFL leaders having been identified with the Federation since the days of Samuel Gompers. An associate of President Gompers, Brother Frey was one of the founders of the Metal Trades Department.

The new president, Mr. Brownlow, is a member of the United Association of Journeymen and Apprentices of the Plumbing and Pipe-fitting Industry. He has served in the Colorado legislature and with Federal manpower boards and agencies.

The new secretary-treasurer is B. A. Gritta of Galveston, Tex. Mr. Gritta is a member of the Sheet Metal Workers Association and has been associated with the Metal Trades Department for the last two years. He was head of the building trades and metal trades AFL organizations in Galveston.

Frozen Foods on Increase

Increased popularity of frozen foods in the homes of American consumers is reflected in the figures released recently by the National Association of Frozen Food Packers, Washington, D. C., summarizing the fruit and vegetable pack of the year 1948-49. The figures for 1949-50 will be released in the late spring of 1951.

The total frozen vegetable pack in 1949 was 563,498,997 pounds. This figure compares with the total of 446,357,533 pounds the year previous.

How frozen vegetables have grown is shown by a comparison of the 1949 figures with those of earlier years. In 1942, for example, the

total frozen U. S. vegetable pack reported was 152,512,470 pounds.

The West leads in the packing of frozen vegetables with 327,492,955 pounds, with the East and South combined accounting for 188,663,315 pounds and the Midwest totaling 47,342,727 pounds.

Figures on the frozen fruit and berry pack are a little more complex. The 1949 figures released totalled 354,020,662 pounds for 1949, which was down from the 1948 total of 369,722,641 pounds. But the '49 figure did not include citrus juices, frozen juices and purees.

The West with 184,010,313 pounds packed more frozen fruits than all the rest of the country combined.

New Lights for Highways

The problem of highway illumination is receiving constant study and one of the latest proposals to be offered concerns the use of fluorescent lights for roadways.

The proposal comes from a lighting expert of the Westinghouse Electric Corporation, E. B. Karns. He says that fluorescent lights have found "great acceptance" in Europe and in some South American countries. He predicted that they would "catch on" in the United States. He referred to experiments in roadway lighting now under way and said that the fluorescent type of light has characteristics which make it the ideal type of street and highway illuminations.

Michigan Teamsters Aid Polio Drive



James R. Hoffa, President of the Teamsters Joint Council No. 43, presents a check for \$30,306.17 to Clifford R. Tanner of the Wayne County, Michigan, Chapter of the National Foundation for Infantile Paralysis. Nate S. Shapero, March of Dimes Chairman, looking on, extends the Chapter's thanks. The Teamsters' check represents the proceeds of the Franklin D. Roosevelt Memorial Ball which the union sponsored for the March of Dimes. The check is the largest single contribution received from the drive. Tanner, himself a polio victim now employed in the Chapter's Accounting Department, holds outstanding bills amounting to \$89,000 which is part of the expense the local Chapter incurred as a result of the 1949 polio epidemic.

LABOR DECISIONS

THE INTERNATIONAL TEAMSTER, in reporting decisions of the National Labor Relations Board, state and Federal courts, is providing the membership with general information. These data are not to be taken as legal advice, but merely factual reports on cases involving labor.

Local 311 Wins Victory in Ohio As Court Permits Picket Action

Local No. 311, Columbus, Ohio, recently won a decisive victory in a picketing case at a construction job in Columbus, Ohio, through action of the Ohio Court of Appeals, Second District.

The facts of the case are as follows: The Tuberculosis Hospital Health Center at the Ohio State University, Columbus, was under construction. James I. Barnes Construction Company was general contractor and H. W. Holt & Son Company was a subcontractor in charge of excavation work. The Anderson Company was engaged in hauling business and was a party in the case which sought the injunction against the local.

Defendants in the case were Don Pfeiffer, business agent of No. 311, and Phil O'Day, who at the time of the controversy was president of the Columbus Building Trades Council.

Tom Holt of the Holt Company sought from Pfeiffer and O'Day union haulers for the job, which required removing materials from outside the city limits. Such hauling required a Public Utilities Commission of Ohio permit which the drivers did not have. Holt had such permit but would not let it be used by the drivers, it appears.

On February 9 the Anderson trucks began hauling material, whereupon the local posted a banner at the entrance of the construction project saying, "Anderson does not employ members of Teamsters Local No. 311, affiliated with the Building Trades Council, AFL."

When this banner was posted the

union men on the building job employed by Barnes and the subcontractors immediately walked off. It appears that Holt was favoring Anderson through withholding P. U. C. O. permits. Since the union drivers were unable to haul without permits, the hauling was resumed by Anderson. The union again posted the banner and Anderson continued for a time until Barnes wired him to cease hauling.

Anderson sought an injunction against the union, charging a restraint of trade under the anti-trust law. He alleged that placing of the banner, picketing of the site, and through conduct of the union men he (Anderson) was suffering irreparable harm for which he needed injunctive relief.

A broad injunction was issued by the lower court against Pfeiffer and O'Day in their individual and official capacities. They were enjoined from picketing or bannering the site; from instructing, advising or persuading workmen to cease work, and from interfering or attempting to interfere with the construction progress.

This broad order was appealed by the Teamsters to the Ohio Court of Appeals, Second District. The upper court found that the lower court's order was so broad it left practically no right with the union in the controversy. It asked three questions: Did the union have a right to picket? Were the enjoined parties in combination in placing the banner? Did Pfeiffer and O'Day "use other means" than the banner and the right to picket?

The Court of Appeals held that there was no unlawful combination and that language used by O'Day could be interpreted only that the union would use lawful methods in upholding its union rights.

The court said that Taft-Hartley provisions were not applicable, but the opinion did go into decisions made under the act. The court also cited several labor cases in the construction field in discussing the No. 311 case. It cited particularly *I. B. E. W. v. NLRB*, a Connecticut case in which the U. S. Court of Appeals, Second Circuit, held: "The work of the employer may be so enmeshed with that of the third party that it is impossible to picket one without picketing the other. The case at bar might have been of that sort, had Langer's non-union employees been at work on the job, and Patterson's only purpose been to induce them to quit. Apparently it is the opinion of the Board that the act does not forbid picketing the employer, even though that has the incidental effect of picketing a third person."

The Ohio court said of the above opinion: "The last sentences quoted are identical with the situation presented by the facts on this appeal. The picketing was done at the site of the Anderson Company job where the non-union employees were at work the same place of operation as the union workers who quit the job. The defendant union had the right to picket where the banner was placed and in so doing the incidental effect was to cause the union employees to quit their work."

The court found that Anderson had established its right for an injunction, thereby marking a victory for the Teamsters' local in the right to picket a non-union manned operation.

Rehearings Denied in T-H Affidavit, Picketing Cases

A rehearing has been denied in five labor cases before the United States Supreme Court involving

basic questions of labor's rights. Two of the cases for which hearings were denied by the Supreme Court in the final week of its 1949-50 session involve the non-Communist oath provision of the Taft-Hartley Law and three cases involve a state anti-picketing law. In two of the anti-picketing cases the International Brotherhood of Teamsters was a party.

Last month in this department THE INTERNATIONAL TEAMSTER reported on two cases in which the Washington Supreme Court upheld a lower court which had granted injunctions in cases involving peaceful picketing by Locals Nos. 309 and 882, Seattle, Wash. In the report in those cases the strong dissent of Justice Sherman Minton was cited. He said when the case was decided by the Supreme Court against the Teamsters, "The outlawing of picketing for all purposes is permitted in the State of Washington by the upholding of these broad decrees."

The Teamsters in requesting a rehearing by the Supreme Court pointed out that the high court's opinion in the cases failed to indicate specific abuses which were subject to the injunctions.

Teamster attorneys in asking the rehearing by the court said:

"It is quite generally believed by lawyers actively engaged in the practice and specializing in labor law that the opinion of the court, particularly when considered in the light of the dissenting opinions, has completely unsettled all fixed notions concerning the right to picket as a means of publicity in industrial controversies, and the right of the several states to limit and confine the scope of the 14th Amendment."

Despite the strong representations made by Teamster counsel, the court denied a rehearing.

The two non-Communist oath cases for which rehearings were denied involved two CIO unions and were reported also in last month's "Labor Decisions." A rehearing was requested chiefly because the court divided evenly on the section

of the Taft-Hartley Law which concerns a union officer's belief. The CIO said in its petition for a rehearing that the even division of the court failed to settle the constitutionality of the particular section of the law. The Supreme Court denied a rehearing by a 7-1 vote.

NLRB Declines to Waive Building Trades Elections

The controversy between General Counsel Robert N. Denham of the National Labor Relations Board and the Board members continues with a sharp disagreement shown by recent policy statement on union-shop provisions of the Taft-Hartley Law.

The Taft-Hartley Law failed to exempt the building and construction industry from union-shop requirements of the act. The General Counsel, basing his view on the experience in the building industry, proposed last December that such requirements be waived in the building industry. He said while holding of elections was not impossible, it was an administratively impracticable proceeding. He said that the Board, in his opinion, has discretionary power to make such exemptions.

On June 5 the NLRB members issued their own policy statement disagreeing with their General Counsel. After giving brief background on the efforts to find a solution to the vexing building trades election problems, the Board statement said:

"... we cannot join in so much of the General Counsel's proposed policy as would tend to vary or nullify the plain language of the present statute, no matter how tempting practical considerations might make that course. We find no authority to take such a step, especially in the light of the Supreme Court's admonition in the recent Colgate-Palmolive-Peet decision:

"It is not necessary for us to justify the policy of Congress. It is enough that we find it in the statute. That policy cannot be defeated by the Board's policy. . . . To sustain the Board's contention would be to

permit the Board under the guise of administration to put limitations in the statute not placed there by Congress."

"Assuming that we are to continue to exercise jurisdiction over the building construction industry, and yet that some of the union shop provisions of the act cannot be made to work there, it is our duty to report that fact to the Congress, rather than to change the law ourselves by administrative exemption in a single industry."

The result of this difference of opinion, in the opinion of labor experts in Washington, will be to add more ammunition to the growing volume of argument in favor of modification or repeal of the Taft-Hartley Law.

Denham Moves Fast in His Ruling Against Teamsters

The General Counsel of the NLRB can move with speed when he wants to, especially if the case involves the union and the ruling happens to be adverse.

This practice was demonstrated last month when Local No. 246, Milk Drivers and Dairy Employees, were locked out of six Washington dairies. The Local had struck three dairies in an effort to gain a decent wage and working conditions agreement. The walkout came after extended conferences had failed to net an agreement.

The other nine dairies against which there was no strike locked the Teamsters out. The Local brought an unfair labor practice complaint against the six. Robert N. Denham, General Counsel, promptly ruled the lockout was not a lockout but the workers were striking against all the dairies—and "a strike against any one or more of the dairies who collectively make up the employer group becomes a strike against the entire organization."

An agreement was finally negotiated on the points at issue. The Local won a main point: it is not giving up Sunday deliveries.

International Officer Honored in Chicago

(Continued from page 13)

ganizer for the United Team Drivers and who has been honored in Cincinnati by having the Heberle School named after him for his leadership in obtaining free textbooks for public school children.

As a member of Locals Nos. 13, 760, 96 and, lastly, Local No. 100, Brother Wendel has witnessed the transition of the Teamster craft from the horse and wagon stage with its 75 to 80 hour week and the cleaning of horses, wagons and harness on

Sundays for \$8 to \$10 per week wages, to the present high plane of wages, hours and conditions. He recalls vividly the old Labor Day parades and the prizes given for the best dressed delegations, which prizes were usually won by the horse-shoers union. He also recalls that the families of deceased members were furnished with a carriage and four pallbearers by the Union in the early days.

During his 50 years of membership Brother Wendel has held several minor offices in his local unions and has attended many national and state conventions as a delegate. In

1937 he became the chauffeur for Vice President Farrell and is presently occupied as the custodian of Teamsters' Cincinnati building.

The night of May 24, 1950, will long be remembered by the delegates to Joint Council No. 26 for the privilege afforded them to pay tribute to two such worthy brothers.

Propaganda Attack On Truckers Continues

(Continued from page 22)

ditions must be present at the same time before pumping begins. The conditions are: sub-grade soils of such nature that they may pump through open joints or cracks or at the pavement edges; free water under the pavement; frequent heavy axle loads; and joints or cracks in the pavement.

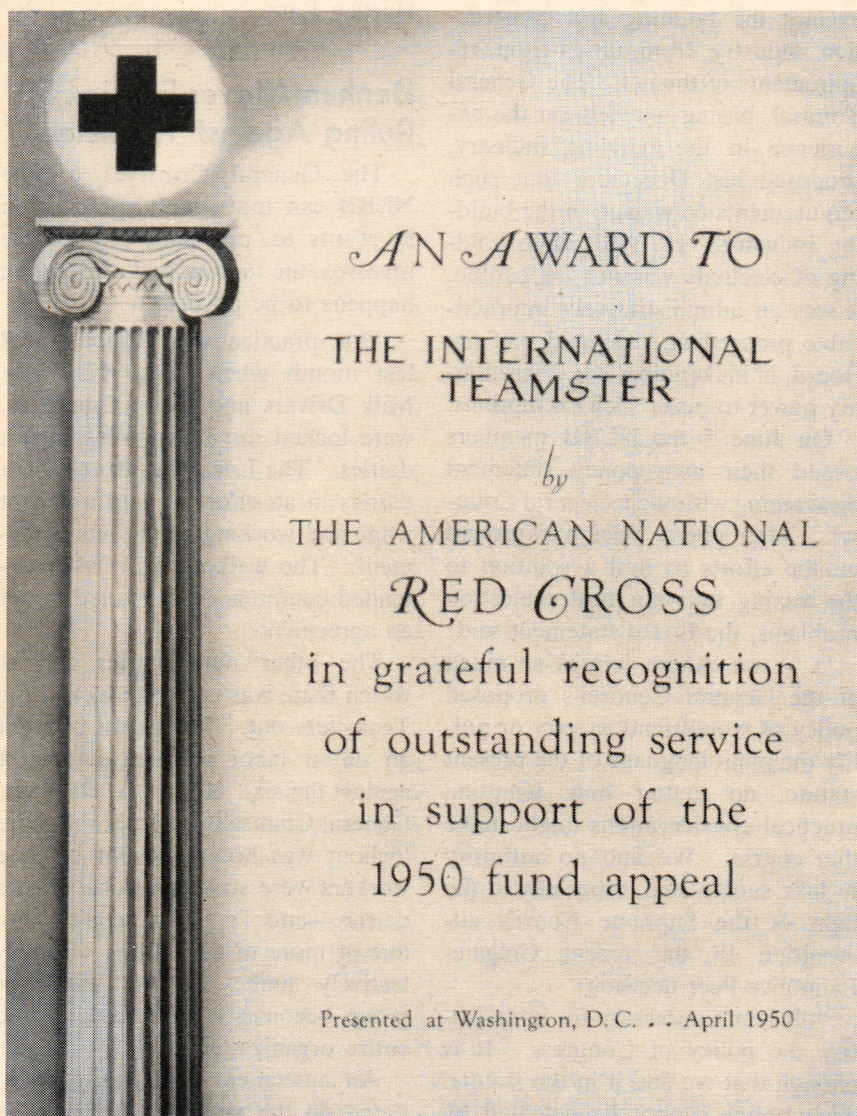
The *Digest* article might be criticized further but these few observations should be enough to convince our members that the Brownell contribution represents an unfair and a dangerous attack on an important American industry and on their jobs!

Whether a rejoinder will be made or not in the *Digest* is problematical. A magazine which would permit such a flagrant attack on the trucking industry to appear may be quite hesitant about even considering a reply. It is hoped, however, that in the interest of decent fair play *The Reader's Digest* will let truckmen have their say.

There is a great story to be told by and about trucking. That story is being told every day by skilled Teamster drivers who are piloting every variety of motor transport vehicle safely and dependably over America's streets and highways. Trucks and truck transport form an integral part of the nation's economy and unfair attacks on the industry are attacks on the welfare of that economy.

Teamsters and truckmen should talk back—and keep talking back until there is a real element of fairness and honesty in discussions of the U. S. transportation problem.

American Red Cross Honors Our Journal



The above testimonial certificate has been awarded "The International Teamster" for its public service activities in support of the American Red Cross and the relief agency's fund-raising drives in recent months.



Auto Oven Turns Out Hot Dogs in 3 Minutes

Gadget-minded motorists with a weakness for hot dogs will welcome a portable "hot dog oven" which can be installed in vehicles.

The heater can be plugged into the vehicles electrical system and it cooks two weiners in three to five minutes. Grab roll and mustard, and you have a hot dog in less time than it takes to say "cut the onions."

Gadget oven is priced at about \$4 and also comes in a 115-volt addition for home use.

Window Ventilator Is Said Easily Installed

A new window wing ventilator designed for the new 1950 GMC diesel cabs, series 700 to 900, requires only a screw driver for installation outside regular windows of the cab.

There are no hand cranks to turn. The ventilator, once set and adjusted, stays put. The unit is made of safety glass framed in chrome-plated steel.

Many Features Claimed For New Paint-Bond

A new coating for the treatment of iron and steel preparatory to painting eliminates need for treating with a chromic acid. The recently-marketed substance forms a dense, smooth film of low porosity and high plasticity which will not absorb paint excessively, the manufacturer reports.

The crystalline coating can be controlled to provide light or heavy paint-bonding film. Salt spray tests have shown resistance to rusting both on painted and unpainted work, according to the maker.

Repairs to Truck Seats Can Be Made with Kit

Worn seats in a number of model of trucks can be repaired with a new truck seat replacement kit manufactured by a Toronto, Canada, firm, according to the maker. The kit will fit Ford, Dodge, Fargo and International and Reo trucks from 1940 to 1948 and can be made to fit previous models, the manufacturer claims, by "hog ringing" the seat covers.

Included in the kit are materials for repairing the seat covers, the back cover, seat or back cushion pad and the springs. In making repairs with the kit only tools needed are two pairs of pliers, a screw driver and a hammer. The kit is accompanied by a complete set of instructions on making repairs.

Pneumatic Seat Raises And Lowers with Motion

Unusual comfort is claimed for a pneumatic seat which gently raises and lowers with the motion of the vehicle.

The seat can be moved backward or forward to provide proper leg room, and it can be raised or lowered for correct knee height. It also can be turned to either side to facilitate getting in and out the cab.

The back cushion is adjustable, and both seat and back cushions have slack adjustments.

Dry Ice Bunker Made By Chicago Company

A non-mechanical chilling unit, employing a fan to draw air over dry ice and then force it through chilled air ducts, is offered by a Chicago company. The bunker with a capacity of 200 pounds of dry ice weighs 38 pounds.

In one test 150 pounds of dry ice was consumed during a trip of 380 miles in 18 hours, with the outside temperature averaging 78 degrees. Inside truck temperature averaged 41 degrees, which dropped to 40 degrees on a two and one-half-hour return run. Frozen livers loaded at 26 degrees were found to be the same temperature 12 hours later when unloaded. The truck used in the test had three inches of insulation. The fan switch operated on door openings so that the fan was idle when the doors were opened.

Good Features Claimed For Silicone Polish

A new vehicle polish, whose chief ingredient is a 4 per cent silicone solution, is offered by a New York manufacturer, who claims that it protects against corrosion, heat, cold and moisture, and provides a high gloss, easy-to-apply finish. The polish is applied on surfaces which need not be perfectly clean, and then it is wiped off. The finish, after the water-proofing action has taken place, may be

maintained for approximately six months with cold water, sponge or chamois, it is claimed.

Simplified Installation Claimed for New Brake

An air-over-hydraulic brake has been announced in Detroit. It combines three air and hydraulic brake units in a single device, making it possible to install air-over-hydraulic brakes in simplified form. This single unit can be located at any available place on the chassis without dismounting or moving the master cylinder.

Designed so that no mud, water, dust or dirt will enter to corrode, rust or unseat internal valves, the unit eliminates the air brake foot or treadle valve and bracket, and connecting linkage. It also eliminates the brake chamber or air cylinder, the bracket, assembly of master cylinder to bracket and its mounting on frame. Pedal follow-up is maintained and indicates when brakes need adjusting.

Portable Crankshaft Polisher Is Offered

A completely portable crankshaft polisher, using a self-aligning spring steel faced rubber back platen, is announced by a Minneapolis manufacturer. The platen feature enables the operator to remove grinder marks and designs from comparatively rough ground crankshafts and insures longer belt life.

New Torch Does Away With Pumping, Priming



Pouring, pumping and priming are unnecessary with a new hand torch which lights instantly and gives a clean, blue hot flame, according to the manufacturer.

The torch utilizes a disposable can of special fuel. When emptied, the can is removed and a new can attached.

The maker says his new torch comes equipped with two easily changed burning tips. A broad heavy flame and a pin point flame are available.

Relax WITH US

Fishy Story

A driver had returned from a vacation trip and was telling about his fishing exploits. According to him, the water was white with fish. "I couldn't cast without hitting one in the eye," he said. "Yeah," replied a skeptic, "but did they bite?"

"Did they bite?" said the fisherman. "I'll say they bit! I had to hide my rod while I baited the hook!"



Best Foot Forward

The veteran driver was bothered with pain in one of his legs and, finally, went to a doctor. "It's rheumatism," said the doctor. "We have to expect such ailments as we grow older."

"Nuts to you, doc," replied the vet. "The other leg ain't a danged day younger and it ain't complaining!"



Here's a Bum Joke

Two men were having a hot argument. "I want you to know I don't like being called a bum!" said one.

"I wish you didn't like being one," replied the other.



Tout to the Races

The old lady at the race track reached in her purse, saying, "I want to reward

that nice young man. I heard him say he'd put his shirt on that poor horse that's just coming in."



A Sore Subject

The boy's mother found him bawling in the basement.

"Willy, darling, what's the matter?"

"The hammer fell on Daddy's foot," sobbed Willy.

"Why, honey, that's nothing to cry about."

"I didn't cry," whimpered Willy. "I laughed!"



Really in Practice

The two women were telling each other about weddings. "I went to Jean's wedding the other day and, as she and the groom were going down the aisle, the lights went out!"

"Goo'ness!" exclaimed the other female. "What did they do?"

"They just kept on walking. This is Jean's seventh marriage, you know, and she's familiar with every step of the way."



Another Viewpoint

"Who was it that said there's room in the world for everyone?"

"I dunno," replied the hacker, "but he's never driven through Holland Tunnel at the peak hour."

Slick Trick

Jim: "What's Jeb pouring on his tomato plants?"

Joe: "Alcohol."

Jim: "Alcohol! What on earth for?"

Joe: "Oh, he thinks he can raise 'em stewed."



Easy Does It

Mistress of the House: "Oh, how perfectly dreadful! You've put the bathroom paper in the bedroom."

Paperhanger: "Now, ma'am, don't you worry. We'll have that bathtub hooked up in there before you know it."



Laziness

Boss: "How come you're only carrying one sack, when the other men are carrying two?"

Workman: "Well, I suppose they're too lazy to make two trips, the way I do."

I.C.C. Moves Against Gypsies

(Continued from page 24)

is utilized in its operation, which marks shall not be restored until the termination of the agreement.

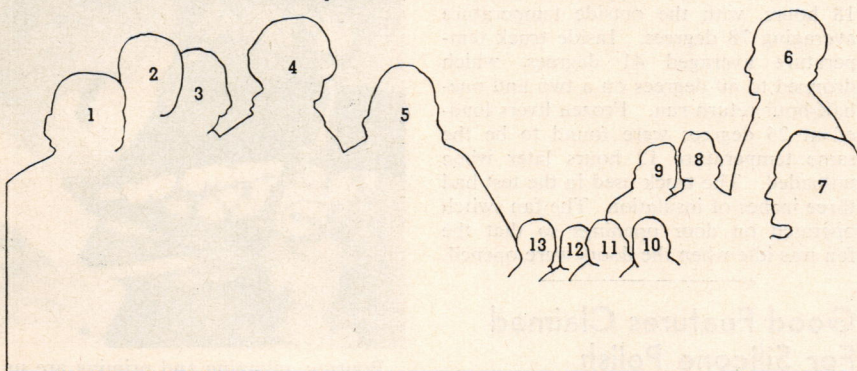
§ 207.6 **Modification of or exemption from rules.** Any of these rules may be modified, or any carrier may be granted exemption from any rule or rules, in the discretion of the Commission, and upon good cause shown, under the following conditions:

(a) **Application for modification or exemption.** Application for modification of or exemption from a rule shall be made in writing, addressed to the Interstate Commerce Commission, Washington, D. C., and signed by the carrier seeking the modification or exemption, or a regular employee or agent duly authorized to act for him, and shall specify the rule sought to be modified, or the rule from which exemption is sought, and the reasons therefor.

(b) **Notice of filing application.** A copy of such application shall be sent by the applicant to competitors, known to it through the United States mails, and certification of such mailing shall be made by the applicant and attached to the application filed with the Commission.

(c) **Reply to application for modification or exemption.** Competitors of the applicant shall have 15 days from the date of such notice in which to file replies to said application.

Key to Cover Painting



This key to the Trumbull painting of the signing of the Declaration of Independence identifies the signers and others present. 1—John Adams. 2—Roger Sherman. 3—Robert Livingston (not a signer). 4—Thomas Jefferson. 5—Benjamin Franklin. 6—Charles Thompson, Secretary of the Committee (not a signer). 7—John Hancock, Chairman of the Committee. 8—Oliver Wolcott. 9—William Williams. 10—Sam Huntington. 11—John Witherspoon. 12—Francis Lewis. 13—Richard Stockton. John Trumbull, the artist, served under Washington in the Revolution. The original painting, only a portion of which was reproduced, shows 48 figures. It hangs in the capitol building in Washington, D. C. It measures 12 feet high by 18 feet long.

Photo Credits

13—Jerry Cornelius, *Cincinnati Enquirer*.

17—Seaman, in *Justice*.

19—United States Steel.

TAPE RECORDER

Designed Especially for Teamster Meetings



Standard Device Will Permit Locals to Exchange Recordings

THIS new tape recorder, developed especially for Teamster meetings and conferences, will enable Locals to make permanent records of all important proceedings. The compact machine weighs only 27 pounds and will record an hour on one 1200-foot reel. Especially-designed microphones clearly pick up each word. Other outstanding features include the synchronization of sound to motion pictures, and its use in automobiles with a special converter. Most important, however, is the standardization, which will permit exchange of recordings with other, similarly equipped Locals!

For additional information and prices, write
Merchandising Corp., 75 East Wacker Drive, Chicago 1, Ill.

Every Teamster Local and Joint Council Should Own One!

For UNION TEAMSTERS IT'S **Christmas... in July!**



A man wearing a fedora and a trench coat is holding several wrapped gifts. The gifts are wrapped in various patterns, including stars and stripes. In the background, a calendar for the month of July is visible, tilted at an angle. The calendar shows the days of the week (SUN, MON, TUE, WED, THUR, FRI, SAT) and the dates (1 through 31). The man is smiling and looking towards the viewer.

THE UNION TEAMSTER has better wages, working conditions and security as year-round gifts from his Union. Fight Reaction, which would destroy unionism, and take these gifts from you and your family!

Be an ACTIVE UNIONIST . . .
Work Union, Talk Union, Vote Union, for . . .

In Union there is Strength!